REGISTERED No. 79[illegible]

The Bombay Gazette.

No. 7,557.—New Series. BOMBAY :—TUESDAY, APRIL 29, 1873. Subscription in Advance. { For a Year.....Rs. 42 / For Six Months..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
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Fourth and succeeding insertions	,, 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on he Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamships as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,494 Tons, 200 H.P., Commander E. H. Howell, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 4 P.M.

Leave BOMBAY	May 1873.	Leave Alleppy	May 1873.
,, Rutnagherry	4	,, Tuticorin	9
,, Vingorla	4	,, Colombo	12
,, Goa	5	,, Galle	13
,, Carwar	5	,, Nerapatnam	16
,, Mangalore	6	,, Madras	18
,, Cannanore	7	,, Coconada	20
,, Tellicherry	7	,, Vizagapatam	21
,, Badagherry	7	,, Bimlipatam	21
,, Calicut	8	,, Cognlipur	22
,, Beypore	8	,, False Point	23
,, Cochin	8	Arrive CALCUTTA	25

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

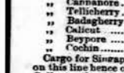
This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

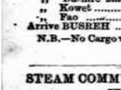
The s.s. CASHMERE, 1,082 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

Leave BOMBAY	May 1873.	Leave BUSREH	May 1873.
,, Kurrachee	13	,, Fao	28
,, Guadur	14	,, Bushire	30
,, Muscat	16	,, Bahrein	30
,, Bunder Abbas	18	,, Linga	June 2
,, Linga	20	,, Bunder Abbas	3
,, Bushire	22	,, Muscat	6
,, Kuweit	24	,, Guadur	7
,, Fao	24	,, Kurrachee	11
Arrive BUSREH	25	Arrive BOMBAY	13

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 2nd May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

"WILSON" LINE.

LIVERPOOL VIA SUEZ CANAL.

THE Fine S.S. HIDALGO, 1,500 Tons, will leave about the 28th April. She has been specially fitted with excellent Cuddies for First-class Passengers only, with Saloon on Upper Deck, and carries a Surgeon and Stewardess.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on Board,

TO LIVERPOOL .....Rs. 500

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

W. NICOL & Co., Agents.

To be followed by the "Xantho."

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
Aden	£15	£9	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	40	26	9-12
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Including Wines. Without Food.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.

PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Rate-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 8th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

KHEDIVE	3,707 Tons	800 H.P.,	on 14th April.
DECCAN	3,128 ,,	600 ,,	on 28th ,,
INDUS	3,478 ,,	500 ,,	on 12th May.

FARE.

First Class	Rs. 460
Second Class	,, 360

GEORGE F. HENRY,

Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,

6, CHURCH LANE, BOMBAY,

EAST-INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission. Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

London.

HENRY S. KING & Co., 65 Cornhill, and 45 Pall Mall.

Southampton. Liverpool.

KING SEYMOUR & Co. KING, BAILLIE & Co.

Calcutta.

KING, HAMILTON & Co.

ALUMINIUM WATCHES, £1 1s.; £1 10s.; £1 15s., extra jewelled, £2 2s.

KEYLESS WATCHES, £1 10s., £2 2s., £3 3s., £4 4s. Gold Plague, pin of with gold, £5 5s., £6 6s. Same as supplied by us to H.R.H. the Prince of Wales and the late Earl Mayo, Viceroy of India. ILLUSTRATED CATALOGUE of the Marvellous Machine-made Watches, specially adapted for use in India; also our magazine of watery, clocks, Chronos, Rac Glasses, Surgical Appliances, and various useful articles for residents abroad, forwarded post free per next mail. MILLIKIN & LAWLEY, 168, Strand, London. Containing Tables and Magic Lantern to every variety. If Catalogue of these is required please mention where ordering our Magazine.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 3rd May, 1873, at 3 P.M., from Marseilles.

THE P. & O. Co.'s S.S. CEYLON, (2,012 tons, and 450 H.P.), Captain Robert Methven, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Marseilles on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,

Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

LIVERPOOL VIA SUEZ CANAL.

To leave 16th May positively.

THE new full powered Clipper Steam-ship KILLARNEY, Captain H. O'Neill, 1,060 Tons Net Register, has very superior accommodation for First and Second Class Passengers, and expects to make the passage Home in 27 days.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board—

To LIVERPOOL, First Class .....Rs. 500

Ditto Second Class ..... ,, 300

To SUEZ, First Class ..... ,, 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

NOTICE.—CONSIGNEES per s.s. XANTHO, are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY at once of their respective GOODS. No Claims will be admitted for damage or short delivery unless passed by the Captain before the departure of the Steamer.

W. NICOL & Co., Agents.

Bombay, 26th April 1873.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

AUCTION SALE OF MARBLE SLABS.

THIS DAY TUESDAY, the 29th April, Messrs. NUSSERWANJEE, CULLIANDASS and Co will sell by Public Auction, at 2 o'cl ck P.M., at Forbes Street, in the godown of Messrs. Volkart Brothers, the following marble slabs :

A few round and square white and black marble slabs, for round and pier Tables.

2000 Pieces marble Slabs for Flooring.

1 Lot broken Marble Slabs.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 29th April 1873.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

AUCTION SALE of Valuable Household Furniture, a set of Rich cut Flowered Glassware, Tea, Dinner, and Dessert Sets, Plated Articles, a Mahogany Sympathetic Square Piano by Boundy & Co., Carriages, Horses, &c., at the Bungalow No. 100, at Mount Pleasant Road, Malabar Hill.

On TUESDAY, the 29th May, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. are instructed to sell by Public Auction, at the above-named place, the valuable and handsome household furniture, a set of rich cut flowered glassware, tea, dinner, and dessert sets, best plated articles, cutlery, drawing, dining, and bedroom furniture, a mahogany sympathetic square piano by Boundy and Co., carriages, horses, &c., the property of T. F. Pinnock, Esq., intending to proceed to Europe shortly. The full particulars of Sale will appear hereafter.

DINSHAW HORMUSJEE & Co.

Bombay, 29th April 1873.

MENESSE AND COMPANY.

AUCTION SALE of Materials and other articles of equipment of the Ship Louisa from Rangoon.

Messrs. MENESSE and Co. are instructed to sell by Public Auction, on WEDNESDAY, the 30th instant, at 2 P.M., on board the ship Louisa, Captain E. Lever, lying opposite to the Borce Bunder, near Cross Island, on account of the concerned.

All the materials and sundry articles of equipment, such as masts, yards, sails, anchors, chains, riggings, boats, lamps, ropes, blocks, compasses, barometers, &c., &c.

A deposit of 25 per cent. will be required at the time when lots are knocked down and the balance before the removal of goods on the following day.

On THURSDAY, the 1st May, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale, at their Rooms, a quantity of grey and colored piece-goods, twist, &c., &c.

Apparently of Marble and Green Paint.

20 Cases Silk Border Dhoties.

7 Bales Grey shirtings.

5 Cases Yellow Prints.

MENESSE & Co.

Bombay, 29th April 1873.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome Household Furniture, best Plated, rich Crockery and Glassware, Piano, Carriages, Horses, &c., at Upper Colaba.

The date will be fixed hereafter. Messrs. BENNETT & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of Captain Warner.

Full particulars will be given hereafter.

JUST LANDED.

An invoice of superior English-made plated and brass mounted single and double harness by William Middlemore.

AUCTION SALE of valuable and Handsome Household Furniture, Plated Glass and Porcelainware, &c., at No. 88, Malabar Hill.

On TUESDAY, the 6th proximo, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of J. G. Pickering, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated Glass, Porcelainware, a full-toned Grand Square Piano, a first-class English-built Miniature Brougham, by Griffiths, a handsome fast-trotting Black Australian Horse, Plants, &c., at Hammam Street, Fort.

On FRIDAY, the 2nd proximo, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovenamed place the valuable and handsome Household Furniture, Brougham, Horse, &c., the property of A. F. Soundy, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and handsome English rosewood and richly carved blackwood Household Furniture, Plated, Glass, and Porcelainware, a splendid collection of Ferns, Orchids, Caladiums, and a great variety of choice and rare plants, at the Rock, Mount Road, Mazagon.

On SATURDAY, the 3rd proximo, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of F. J. Fowler, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and handsome Household Furniture, Plated, Glass and Porcelainware, a first-class Piano, &c., at Cumballa Hill.

On TUESDAY, the 13th proximo, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of H. E. Astley, Esq.

Full particulars will be given hereafter.

BENNETT & Co.

Bombay, 29th April 1873.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

LINDLEY AND WARREN'S PHOTOGRAPHIC KIT AND FURNITURE AND VALUABLE MASONIC JEWELLERY.

THIS DAY, TUESDAY, the 29th instant, sale commencing at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at the premises of Messrs. Lindley and Warren in Apollo and Forbes Street, all the Photographic Kit, negatives, studio and reception-room fittings, &c., and a valuable lot of masonic jewellery, pertaining to that wellknown Photographic Establishment, comprising about 7,000 or 8,000 negatives of views of places of note all over the Bombay Presidency, several portrait negatives, a number of photographic lenses of the best description, of which the following may be specified :—1 Ross' Rose for portraits by 12, one ditto for views, 14 by 12, a Voigtlander ditto for portraits 10 by 8, a ditto for views 10 by 8. These two latter fit into one ring. A Ross' orthoscopic lens for 10 by 8 groups and views, a Grabb's carte de visite lens, a pair of stereoscope lenses by Ross (instantaneous) and camera and two spare lenses, four of Ross' lenses and cameras for postage stamp portraits, a solar camera for enlargement, also a fine selection of masonic jewellery, such as Past master's presentation jewels, red cross knight jewels, six mariner's ditto, red cross patels, knights of Malta crosses, &c., also English-made furniture, such as easy and reclining chairs, very comfortable, blackwood round table and chairs and pier tables, cupboards, tables, glass cases, &c., &c.

The above is now on view.

SALE OF LANDED PROPERTY IN NIZAMPOORA STREET AND COOMARWADA.

Messrs. CRAWFORD & Co. will, by order of the Mortgagee Khoja Datoobhai Ebrahim sell by Public Auction on their respective premises on account and at the risk of the Mortgagors Dadameeya Noor Mahomed and Nacoda Hasum Habib in pursuance of the power of sale given in an indenture of Mortgage bearing date the 5th day of July 1869 and executed by the said Mortgagors to the said Mortgagee the following properties :—

THIS DAY, TUESDAY, the 29 h instant, at 4 P.M. All that piece of ground with the dwelling house standing thereon situate on the north side of the Nizampoora Street, without the Fort of Bombay in the Sub-district of Bhooleshewur, registered under No. 2658 and assessed under No. 39, admeasuring 176 5/9 square yards or thereabouts, bounded on the East by the house of Mistry Hajee Mahomed bin Dossun, on the west partly by a passage and house of Mahomed Hajee Tar Mahomed, on the north by the public passage, and on the south by the said Nizampoora Street.

TO-MORROW, WEDNESDAY, the 30th instant, at 4 P.M. all that piece of ground with the dwelling house standing thereon, situate at Coomarwada or called Bhandree Street, close to the Nall Bazar, without the Fort of Bombay, registered under No. 426 and assessed under No. 86, admeasuring 101 5/9 square yards or thereabouts, bounded on the East by the said Bhandara Street, on he west by the public passage on the north by the house of Shaik Ally Moojawer Vullud Fackeer Mahomed, and on the south by the house of the said Shaik Ally Moojawer Vullud Fackeer Mahomed.

Bombay, 29th April 1873. CRAWFORD & Co.

NEW ADVERTISEMENTS.

NOTICE.—A MEETING, COMMITTEE PERSIAN FAMINE RELIEF FUND, will be held in the TOWN HALL, 5 P.M., on WEDNESDAY.

TUDOR COMPANY'S ICE HOUSE, JUST ARRIVED PER SHIP POCAHONTAS, AMERICAN APPLES, WHOLESALE AND RETAIL.

NOTICE to CONSIGNEES per s.s. POTOMAC.—The s.s. POTOMAC, having arrived from Liverpool under general average, occasioned by a collision necessitating the putting back to Liverpool, and the discharge of Cargo, Consignees are requested to sign the Average Bond and to pay a Deposit of 10 per cent. according to Shipowners' instructions on the value of their goods on account of general average expenses, to Ma. T. LIDBETTER, Average Adjuster, Apollo Street, after which the Undersigned will grant DELIVERY ORDERS on the presentation of BILLS OF LADING, accompanied by the Deposit Receipt.

MERWANJEE NUSSERWANJEE,

Agent for Captain and the Owners of the s.s. Potomac.

Bombay, 28th April 1873.

WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godowns of the Undersigned—

	Rs.
CHAMPAGNE, Giesler & Co.'s finest Creaming ..... per doz.	38
,, Fernandin Bollinger & Co.'s Comet Brand ,,	35
,, Livingston and Niven's ..... ,,	30
MOSELLE, Deinhard & Co.'s Moselle Mousseux ..... ,,	34
SHERRY, Livingston and Niven's highly approved ..... ,,	21
BEER, Bass & Co.'s Pale Ale bottled by Hall & Co., in quarts at Rs. 5-8 per doz. ; Pints, Rs. 3-12 per doz.	
WHISKEY, very fine old Highland ..... ,,	18

PEEL, CASSELS, & Co.

WM. YOUNGER & CO.'S ALES.

INDIA PALE ALE,

DOUBLE STRONG ALE, AND

EXTRA STOUT,

are brewed and bottled under an improved system, and are specially prepared for Indian consumption, with all the care and skill acquired by long experience.

Wm. YOUNGER & CO.'S BOTTLED BEERS for export are only guaranteed genuine when protected by their Patent Capsules, and they are obtainable from most of the leading retail dealers throughout the world.

ESTABLISHED 1749.

ABBEY & HOLYROOD BREWERIES, EDINBURGH.

CUTLER, PALMER, & Co. beg to inform their CONSTITUENTS that they have received, per Steamer URBINO, a small parcel of the following extremely fine OLD CHOICE SPIRITS :—

Cognac . . . at Rs. 42, 38, and 33 per dozen.	
London Old Tom .....Rs. 24	,,
Irish and Scotch Whisky. ,, 25	,,
Jamaica Rum.. ..... ,, 26	,,

Dean Lane, Bombay, 12th March 1873.

IMPORTANT NOTICE.

WINES AND SPIRITS.

TOD-HEATLY AND CO., WINE MERCHANTS, ADELPHI, LONDON,

Having closed their Indian AGENCIES and decided to Ship ONLY TO THE TRADE,

and no longer to Consign for Sale upon THEIR OWN ACCOUNT, or to Ship to PRIVATE INDIVIDUALS, are prepared to execute TRADE ORDERS upon very favourable terms.

PRICED LISTS and every information UPON APPLICATION, N.B.—TOD-HEATLY & Co.'s Bottled Wines and Spirits will in future be protected by a PATENT LABEL & MARC CAPSULE, duly registered, bearing their signature.

Trial Shipments are suggested.

VOLKART BROTHERS' PRICE LIST OF WINES AND SPIRITS.

CHAMPAGNE.

REAL DRY VEUVE CLICQUOT, per case of 1 doz. qts.	Rs. 40		
GOLD NECK CHAMPAGNE, very dry	,,	,,	,, 30

STILL HOCKS.

Liebfraumilch	Rs. 20	per doz. qts.	
Steinwein	,, 20	,,	
Rudesheimer	,, 24	,,	
Hochheimer	,, 24	,,	
Marcobrunner	,, 30	,,	
Hochheimer Victoria Berg	,, 30	,,	

CLARETS.

St. Estephe Medoc	Rs. 9	per doz. qts.	
Chateau de Frands	,, 14	,,	
Vray Canon	,, 18	,,	
Chateau Leoville	,, 24	,,	
Chateau Lafite	,, 28	,,	

VERMOUTH.

Superior quality	Rs. 12	per doz. qts.	
Inferior quality	,, 10	,,	

ITALIAN CLARET.

In Barrels containing 50 gallons and above, Rs. 125 each.

The same Wine bottled here at Rs. 6-8 per dozen.

10 per Cent. Discount on taking 10 dozen or more.

CHOICE ITALIAN WINES.

Barbera Amaro Spumante (Sparkling)	Rs. 12	per doz. qts.	
Barbera Amaro Secco ... (Still)	,, 12	,,	
Bracetto	,, 12	,,	
Barolo	,, 12	,,	
Nebiolo	,, 12	,,	
Moscato Bianco	,, 12	,,	
Passito Forzato	,, 12	,,	

BRANDIES.

Tricoche & Co. (Blue Capsule), 1866	Rs. 16	per doz. qts.	
Ditto (Red Capsule), 1865	,, 17	,,	
G. Martineau	,, 18	,,	
Blandy Frères & Co.'s ...	,, 18	,,	
H. and C. Balaresque ...	,, 18	,,	

CHEESE.

Gruyere Cheese, weighing from 40 to 50 lbs. at 14 As. per lb.

Bombay, 24th April 1873.

BURLINGTON HAIR DRESSING & SHAMPOOING SALOON IS NOW OPEN, 17, CHURCH GATE STREET, NEXT TO Messrs. CARR BROTHERS.

31st December 1872.

WHITMORE'S COMPOUND LINIMENT, OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent] Street, London.

Bombay :

Wholesale and Retail Agents. Treacher & Co., Limited, Medical Hall, Byculla, and Fort. Poona.

And of the principal Firms in India and the Colonies.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen a the Office of the "Bombay Gazette" Office.

SHACKLETON & CO., EXPORT PROVISION MERCHANTS, [45, BOTOLPH LANE, AND 2, GROCER'S HALL COURT, LONDON.

REAL YORK HAMS. PRIME WILTSHIRE BACON. BERKLEY, CHEDDAR, PINE, STILTON and EDAM CHEESES, &c., &c. Orders must be accompanied by remittances or references to first rate London Houses.

BRISTOW, EDMONDS & WILLIAMS, (Late BRISTOW & EDMONDS,) PERFUMERS, FANCY SOAP MAKERS, AND DRUGGISTS, ALSO GENERAL BRUSH MAKERS, WHOLESALE AND EXPORT, 5, BISHOPSGATE AVENUE, CITY, E.C., LONDON, (Established nearly 100 Years,) So well known for their ESSENCE OF PEPPERMINT, ESSENCE OF JAMAICA GINGER, and their JAMAICA and MARROW POMATUM. These preparations are unique and unrivalled. MANUFACTURERS OF SEIDLITZ AND SODA POWDERS, Specially for India, China, and the East. CITRATE OF MAGNESIA, In bottles of various sizes. COLD CREAM, BEAR'S GREASE and CIRCASSIAN CREAM, Rose, Jasmine and Macassar Oils, Lavender Water, and Eau de Cologne. ESSENCES, BOUQUETS and NOSEGAYS for the Handker, chief in great variety, including Ess. Bouquet, Jockey Club, Millefleur and Ylang Ylang. FRENCH ESSENCES AND POMADES. Liberal terms to Merchants and large Shippers.

HOUSES, &c., TO LET.

TO BE LET, the BUNGALOW at Breach Candy, lately vacated by F. L. LATHAM, Esq.—Apply to FRAMJEE NUSSERWANJEE, Esq., Cumballa House.

TO BE LET, furnished, for six months, a BUNGALOW in one of the best situations on Malabar Hill, containing Six Bed and Bath-rooms, Dining, Drawing and Billiard-rooms. Rent moderate. Apply to "O. P. Q.," Office of the *Bombay Gazette*.

WANTED.

WANTED EMPLOYMENT by a respectable EUROPEAN, who has held good appointments and can give good references. No objection to proceed to any part of India. Address "E.R.G.," care of the *Bombay Gazette*.

A TRAINED CERTIFICATED MISTRESS, English, Protestant, desires a RE-ENGAGEMENT, either for a Girls' or Mixed School. Good Reports from H. M. Inspectors. Also Testimonials and References. Music. Address "J. C.," Office of this Paper.

PRESS READER WANTED.—No one need apply who is not practically acquainted with Printing Work, and who cannot give testimonials as to steadiness of character.—Apply to the Manager, *Bombay Gazette*.

BOARD and LODGING, with an EUROPEAN FAMILY at Byculla.

ONE or TWO GENTLEMEN can be accommodated with the above at moderate terms. The Bungalow is well situated, with large Compound and Stabling, at a distance of about two minutes walk from the Railway Station. Address "X. Y. Z.," care of this Paper.

AN ASSISTANT (EUROPEAN) in a Mercantile House in Calcutta, where the Establishment is being reduced, desires an engagement in a like capacity, in a Bank or other responsible position. Has had many years experience both of Banking (on the Scotch system) and of Manchester Manufactures, and has a thorough knowledge of Bookkeeping. Can be recommended by present employers.

NOTICES.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Nearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co., Secretaries and Managers.

AGRA BANK, Limited.—A DIVIDEND for the HALF-YEAR ended 31st December 1872, at the rate of 5 per cent. per annum, or Rs. 2-8 per SHARE, is now PAYABLE to SHAREHOLDERS registered at this Branch.

FRED. T. ATKINS, Officiating Manager.

Bombay, 26th April 1873.

HONGKONG and SHANGHAI BANKING CORPORATION.—NOTICE is hereby given, that from and after the 1st day of May next, a REGISTER of SHAREHOLDERS will be provided and kept at the YOKOHAMA BRANCH of the Corporation, and any person or persons holding shares, wishing to transfer them from either Hongkong, Shanghai, London, Bombay or Calcutta, to Yokohama and *vice versa*, may make the necessary application to any of the above Offices respectively.

By Order of the Board of Directors, HERBERT COPE, Acting Agent.

Bombay, 23rd April 1873.

AUCTION SALE OF AUSTRALIAN HORSES.

WEDNESDAY, 30TH APRIL, AT 4 P.M.

MR. ALLI ABDOLLA has received instructions from Mr. E. Parsons, who leaves by the Australian Mail, to dispose of the remaining Horses belonging to Mr. VANRENEN, comprising Fifteen very superior useful Chargers, Hacks, and Carriage Pairs; all broken in, thoroughly quiet to Saddle and Harness.

TERMS CASH.—NO RESERVE.

ALLI ABDULLA.

NATIONAL BANK OF INDIA (Limited).—A DIVIDEND for the HALF-YEAR ended 31st December 1872, at the rate of 8 per cent. per annum, or Rs. 8-8 per SHARE, will be PAYABLE on or after MONDAY, the 28th instant, to the PROPRIETORS registered in the Books of the Bank on the 7th instant.

By Order of the Board of Directors, WM. A. BAKER, Acting Manager.

Bombay, 23rd April 1873.

THE CONCERT inaugurating the GRAND ORGAN in the TOWN HALL, BOMBAY, (the gift of SIR ALBERT SASSOON, K.C.S.I.) will take place TO-DAY TUESDAY, the 29th instant, to commence at 5 o'clock.

Mr. Charles Frye, Organist of the Cathedral, Calcutta, will preside at the Organ, and Selections will also be played by Gentlemen Amateurs.

Tickets can be obtained of Messrs. THACKER, VINING, & Co., and Messrs. SOUNDY, BRESLAUER, & Co. Price Rs. 3 and Rs. 2 each.

BOMBAY OMNIBUS COMPANY, KHETWADY ROAD, No. 141.

CARRIAGES of all descriptions, with or without HORSES; also SINGLE HORSES and PAIRS may be HIRED at a moderate charge. Agreement made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. Burdett, Manager, or at No. 12, Military Square, Fort.

FOR CHARGES SEE CARD CIRCULARS.

FOR SALE, one new, well made, single-seated BROUGHAM, two young AUSTRALIAN MARES, trained in double and single harness.

B. & C. I. RAILWAY.

Undersigned is prepared to RECEIVE TENDERS up to the 4th May, for the PURCHASE of the following OLD METAL, which can be inspected on application to the Company's Storekeeper at Parell :—

Wrought Iron Scrap, about 230 Tons.
Wrought Iron Sheet Scrap, about 120 Tons.
Steel scrap, about 40 Tons.
Old Brass, about 9 Tons.

Undersigned does not bind himself to accept the lowest or any Tender.

C. CURREY, Agent B. B. & C. I. Railway.

Bombay, 26th April 1873.

W. H. HARRIS, F.C.S., (Author of Cattle Food Adulterations, &c.) ANALYST & CONSULTING CHEMIST.

SOILS, Waters, Ores, Damaged Goods and every description of CHEMICAL and MICROSCOPICAL ANALYSES CONDUCTED.

Laboratory, Tamarind Lane, Bombay.

FRITH'S NEW SERIES of INDIAN PHOTOGRAPHS, Rs. 15 per Dozen, EMBRACING THE PRINCIPAL Cities, Buildings, and Views Throughout India.

Sole Agents, Bombay, THACKER, VINING, & Co.

ALWAYS ON HAND, AT P. GRANT AND SON'S, 2, RAMPART ROW, SADDLERY AND HARNESS OF EVERY DESCRIPTION, WHIPS SPURS, AND MILITARY ACCOUTREMENTS.

G. NICOLL & CO., SADDLERS AND HARNESS MAKERS, 30, MEADOW STREET, BOMBAY, AND EAST STREET, POONA.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

ROWLAND AND CO., SADDLERY AND HARNESS ESTABLISHMENT, 19, MEADOW STREET AND RAMPART ROW, BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SAD

COMMERCIAL INTELLIGENCE.

MONDAY, 28TH APRIL 1873.

EXCHANGE on London closed for to-day's Mail at the same rates as ruled during the latter part of last week. Government Securities are still firmly held at our quotations, the few sellers there are asking even higher prices.

Bank Bills, 6 months' sight ..... is. 11¼d. to 9/32d.
Credit Bills, do. ..... is. 11 7/16d. to is. 11 15/32d.
Documents, do. ..... is. 11¼d.
Bank Bills, 3 months' sight ..... is. 11 to is. 11 7/16d.
Credit, do. ..... is. 11 3/16d. to is. 11 7/32d.
Documents, do. ..... is. 11¼d.
Bank Bills, demand ..... is. 10¾d.

On Calcutta Bank Bills, 60 days' sight. 90½
Do. demand..... 99 15/16 to par.

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... 100

On China House Bills, 60 days' sight. 225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	110½ to ¾
Four & half per cent.	104½ to 104¾
Four per cent.	102½
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103½
15 years' Debenture Loans	109½
10 years' do.	105
5 years do.	103
Six per cent. Municipal Loan House Rate	112
Do. Market Rate	112
New French Loan 5 per cent, fully paid up of 1871 and 1872	92
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand		4½ per cent.
Fixed Loans on	do. to 3 months'	5½ ,,
Do.	do. over 3 do.	6½ ,,
Do.	on Merchandise	7½ ,,
Cash Credit	do. to 3 months'	6½ ,,
Do.	do. over 3 do.	6½ ,,
Do.	do.	7½ ,,
Bank Bill		6½ ,,
Mercantile Paper		8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8-6 to 10-9
Carolas	290
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107½ to 107¾
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold 100 touch	16-13

FREIGHT REPORT.

MONDAY EVENING.

No enquiry for Canal steamers rates: for Liverpool £2-17-6 almost nominal. For Sailer, there has been an excellent enquiry, and for ready tonnage which is almost impossible to obtain £2-17-6 has been freely paid. For May shipment tonnage is also likely to be scarce as most of the ships available have been filled up at £2-15-0. The new steamer Chancellor, arrived from Liverpool, has made the splendid passage of 28 days.

London ... {Cotton / Cases / Seeds} No ships.
Liverpool { Iron Ships Cotton £2 13s. 0d. to £2 17s. 6d. / Wooden ships ,, £2 12s. 6d. to £2 15s. 0d. / Myrabolams £2 2s. 6d. / Oil'cake £0 17s. 6d. / Seeds £2 0s. 0d. nominal.
Havre ... {Cotton / Coffee} £3 0s. 0d. nomi.
Overland Steamers—
Venice £3 5s. 0d.
Trieste £3 7s. 6d.
Liverpool £3 0s. 0d.
Havre £3 3s. 0d.
Liverpool via Suez Canal £2 18s. 9d. to £2 17s. 6d.
China ... {Steamer Cotton Rs. 5 per bale. / Opium Rs. 25 to 30 per chest. / Sailing Ships Rs. 6 per bale nominal.
Calcutta {Salt Rs. 5 per ton. / s.s. Rs. 15 p. ton. ; ship Rs. 14½ p. ton and Calcutta Port charges.
Mauritius Nothing doing.

BOMBAY BILL AND STOCK LIST.

MONDAY AFTERNOON.

SLIGHT inquiry for Bombay and Framjee Press shares. 4 per cent. Bank of Bombay closed quiet.

BANKS.

No. of Shares	Nomi. value per sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	8 p.ct.	Agra Bank	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New	732½
10,000	500	105	5 p.ct.	Do 2nd Res. Issue	238½
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	250
40,000	281½	all	12 p.ct.	Hong. & Shanghai Bank	460 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,090	250	125	3 p.ct.	National Bank of India	109
10,000	250	all	12 do	Oriental Bank	450

RAILWAY COMPANIES.

.....	£20	21	2 0	p.c.	G. I. P. Railway Consolidated Stock	233
.....	£20	10	9 12	do.	Do. New £20 Shares	126
.....	£20	4	8 12	do.	Ditto	.....
.....	£100	1,00		do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19	6 5	do.	Do. New Shares	215

PRESS COMPANIES.

150	5,000	2,850	228	p.c.	Akbar Cotton Press Co.	2,100
200	2,000	1,100	150	do.	Albert Co. Kurrachee	835
100	5 0	all	100	p.ct.	Albert king Co.	550
250	3,000	850	Nil.		Alexandra Press Co.	260
150	12,000	11,000	100	p.c.	Apollo Press Co.	6,700
200	2,000	all	200	p.c.	Bombay Press Co.	1,400
200	500	all	50	p.c.	Do New	385
350	1,000	1,000	100	p.c.	Brosch Cotton Co	800
100	1,500	...	...		Carwar Company	1,100
500	1,850	all	40		Colaba Press Co.	5,600
350	9,000	all	250	p.c.	East India Press Co.	2,800 nl.
150	8,500	all	300		Fort Press Co.	600
300	2,000	1,800	75	p.c.	Framji Cowasji Press Co.	600
300	1,00	all	200	p.c.	Francl Press Co	725
200	6,000	6,000	228	p.c.	Hydr aulic Press Co	2,150
250	5,000	1,467	75	p.c.	Imperial Press Co.	825
200	400	350	42½	p.c.	Mofussil Press & G. Co.	632½
120	2,500	all	250	p.c.	Prince of Wales Press	2,150
200	1,000	250	...		Sassoon's Press Co.	400
400	850	750	135	p.c.	Scinde Press Co.	460
100	1,00	750	...		Scind and Punjaub Cotton Press Co., Limited	1,140
225	2,000	1,000	250	p.c.	Victoria Press, Madras	1,150
158	850	all	8	p.ct.	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

SALES AND PURCHASES.

PIECE GOODS.

Owing to the departure of the Overland Mail, the business done yesterday has been very small, and prices remain as they were on Saturday evening. The following sales are reported to have been made by European firms yesterday :—

1,000 pieces Grey Shirtings 40 in. 59 yds. 7 lbs. at Rs. 4 13 0
500 ,, ,, ,, 40 ,, 39 ,, 6 ,, at ,, 4 4 0
250 ,, ,, ,, 42 ,, 39 ,, 9 ,, at ,, 6 6 0
200 ,, White Nainsooks 40 ,, 20 ,, 180's, at ,, 3 12 6
300 ,, ,, ,, 40 ,, 20 ,, 220's, at ,, 4 6 6
300 ,, ,, ,, 40 ,, 20 ,, 3000's, at ,, 4 4 6

COTTON.

The refusal of the purchasers to buy at our previous days quotations has caused the market very quiet, and a decline of Re. 1 to Rs. 2 per candy has taken place, but these demand for all descuptions of dhollerey continues active of declining rates. The following are our closing quotations :—

New Oomrawuttee (Ready) ..... at Rs. 193 to Rs. 195
,, Akote ,, ... at ,, 204 to ,, 205
,, Broach M.G. ,, ... at ,, 230 to ,, 232
,, Hingunghaut ,, ... at ,, 220 to ,, 222
,, Mawa and Bhownuggur ,, ... at ,, 202 to ,, 204
,, Sawgmeed ,, ... at ,, 210 to ,, 212
,, Comptа and Vengoria ,, ... at ,, 184 to ,, 185

The undermentioned purchases are reported to have been made by European firms yesterday :—

100 candies New Bhownuggur Ready ..... at Rs. 200
500 ,, ,, ,, 15 days ..... at ,, 200
150 ,, ,, ,, Ready ..... at ,, 200
25 ,, ,, Mawa ,, ... at ,, 205½
50 ,, ,, ,, ... at ,, 205
50 ,, ,, Broach M.G. ,, ... at ,, 240
150 ,, ,, ,, ... at ,, 236 to 140
50 ,, ,, Porebunder ,, ... at ,, 190
50 ,, ,, Vadwan ,, ... at ,, 193
50 ,, ,, Catch ,, ... at ,, 180
50 ,, ,, Oomrawuttee ,, F.P.B. ..... at ,, 200
150 ,, ,, Akote ,, ... at ,, 207
75 ,, ,, Bhoree ,, ... at ,, 194
50 ,, ,, Kharanjo ,, ... at ,, 194
50 ,, ,, Veerumgaum ,, ... at ,, 187

YARNS

4,000 lbs. Water No. 40's ..... at 13½ as per lb.
3,600 lbs. ,, No. 40's ..... at 13½ ,,
7,500 lbs. Colaund No. 30's to 60's ..... at 15 7/8 ,,

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 26th April, compared with the statement issued on 19th April :—

LIABILITIES.	19th April.	26th April.
Proprietors Capital :—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid ..... Rs. 50,00,000		
Second Issue of do. of Rs. 100 do. ..... ,, 10,00,000		
	60,00,000	60,00,000
Reserve Fund, invested in Government Securities	10,75,000	10,75,000
Government General Treasury Balance at Head Office	226,01,262	203,54,029
Do. do. do. at Branches.	30,68,970	41,95,732
Other Deposits	116,,,929	127,36,526
Post Bills	29,000	26,851
Cash Credits, undrawn	4,77,964	4,92,349
	Rs. 458,32,025	447,80,527
ASSETS.		
Government Securities	59,22,759	63,33,029
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	20,79,613	22,17,504
Loans, on Security of do. do.	24,25,867	19,58,804
Current Accounts, overdrawn	9,222	8,075
Bills Discounted	128,21,729	132,13,053
Stamps	5,283	5,236
Head Stock ..... Rs. 4,94,796		
Amount applied in reduction ,, 75,000	4,19,796	4,19,796
Bullion	3,65,224	3,46,381
Cash Balances with Correspondents	6,88,321	2,41,534
Cash and Currency Notes	210,94,011	196,37,184
	Rs. 458,32,025	447,80,527

CALCUTTA.—24TH APRIL.

The following transactions were reported :—
In Government Securities :—
4 per cents., at Rs. 102-10, and small sums at 2 to 4 annas higher
4½ per cents. of 1870, at Rs 106-6.
4½ per cents. of 1871, at Rs 105-5 and 105-6.
4½ per cents. of 1872, at Rs. 104-8 and 104-10.
5½ per cents, at Rs. 110-6.

SHIPPING.

ARRIVALS.

April.	Vessel.	Commander.	From.
27	Chancellor (s)	Reynolds	Liverpool, March 30.
28	Kurrachee (s)	Henderson	Kurrachee April 25.
	Trevanion	Whatby	Sunderland, Nov. 21.
	Pocahontas	Duncan	Boston, Dec. 18.

DEPARTURE.

April.	Vessel.	Commander.	Destination.
28	Deccan (s)	Soames	England.

The ship Athena, Pierce, to New York, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday :—
Steamer Orchis, to Liverpool.
Steamer Apis, to Trieste, &c.
Steamer Kurrachee, to Kurrachee.
Steamer Assyria, to Coast, Calcutta and China.

DAILY IMPORTS.—28TH APRIL.

FROM LIVERPOOL.
Hoppet, 2 barrels beef, F. Nusserwanjee & Co.
FROM LONDON.
Yeddo, s, 1 case glassware, T. Dawoodjee.
FROM GENOA.
Pembrokshire, 25 cases brandy, J. Nowrojee.
Arabia, s, 59 cases brandy, A. Bozonjee & Co.; 2 cases medicine, S. Heptoola; 306 cases claret, Bouvevialle & Sibille.
Persia, s, 2 cases brandy, J. Nowrojee.

DAILY EXPORTS.—28TH APRIL.

FOR LIVERPOOL.
Clara, 88 bales cotton, H. Hurridass; 50 bales cotton, H. Cassumjee; 50 bales cotton, R. Toolseedass.
Bride of Lorne, 50 bales cotton, S. Mooljee; 36 bales cotton, V. Brothers.
Ambrose, 350 bales cotton, J. C. Bushby & Co.
Annot Lyle, 122 bales cotton, R. Manuckchund; 1 bale cotton, M. Jumnadass; 45 bales cotton, H. Khelidass; 1,000 bales cotton, P. Cassels & Co.; 120 bales cotton, C. Ebram; 26 bales cotton, M. Naronjee; 65 bales cotton, M. Coorpall & Co.; 71 bales cotton, H. Cupoorchund.
Helen Scott, 81 bales cotton, R. Steuart & Co.; 100 bales cotton, C. Ebram; 200 bales cotton, J. C. Bushby & Co; 56 bales wool, D. G. Hunsee & Co.
Malsi, 100 cwt. bones, E. Bates & Co.; 200 bales cotton, R. Steuart & Co.; 35 bales cotton, P. Bhanjee.
Embichopo, s, 5 bales wool, H. Verjee; 122 bales hemp and 65 bales cotton, J. Goculdass; 50 bales cotton, W. Gaza; 300 bales cotton, E. Latham & Co.; 40 bags coffee and 77 bags pepper, S. Mooljee; 50 bales cotton, E. Latham & Co.
Tythonus, 200 bales cotton, Knoop & Co.; 134 bales cotton, J. Campbell & Co; 250 bales cotton, Lyon & Co.; 500 bales cotton, R. Steuart & Co.; 196 bales cotton, C. Mitchell & Co.
Robert Kerr, 2,800 bundles coir yarn, N. Joychund; 340 cwts. horns, H. N. Momed; 119 bales cotton, N. Shobharam; 700 bags linseed, R. Brothers; 51 bales cotton, R. Martin & Co.; 50 bales cotton, L. Visram; 100 bales cotton, H. Cassom & Co.; 35 bags surnee seed and 200 bags linseed, N. Furdonjee; 360 bags linseed, R. Brothers; 75 bales cotton, P. Rawjee.
Bewick, s, 200 bales cotton, J. C. Bushby & Co.; 1 bale cotton, W. and A. Graham & Co.; 101 bales cotton, H. Nagree & Co.; 57 bales hemp, McIver & Co.; 160 bales cotton, G. Cotton & Co.
Hidalgo, s, 8 bales cotton, Antrobus & Co.; 109 bales cotton, C. Purbut & Co.; 100 bales cotton, A. Wadoomull; 87 bales cotton, C. Nanny; 4 bales cotton, A. Wadhomull: 150 bales cotton, M. Lelladhur.
William Corry, s, 36 bales wool, P. Vusta.
Tiber, s, 102 bales cotton, M. Simpson & Co.; 100 bales cotton, N. Muncherjee & Co.; 200 bales cotton, Knoop & Co.; 40 bales wool, T. Hanmandass.
Killerny, s. 112 bags wheat, K. Nixon & Co.; 151 bales cotton, M. Nuthoo & Co.; 320 bags linseed, R. Martin & Co.
Indus, s, 200 bales wool, N. Khutow; 1,000 bales cotton, P. Cassels & Co.; 500 bales cotton, W. and A. Graham & Co; 429 bags wheat, F. Scott & Co.
Orchis, s, 1,000 bales cotton, R. Steuart & Co.
FOR LONDON.
Maud, s, 4 bales hides, R. Russoolbhoy; 10 bales hides & 3 bales skins, H. Oosman & Co; 100 bales hemp, W. Nicol & Co; 4 bales skins, P. Damjee; 9 packages cotton seed, and 10 bales hides, H. N. Momed; 10 bales hides, C. Ebram & Co; 1,600 bundles coir yarn, J. Sectaram 224 cwts horns, G. Hoojeewan; 2 bales hides, R. Alladinbhoy; 32 bales hides, A. Rebe & Co; 17 bales hides and 12½ cwts horns, N. Gangjee.
Indus, s. 25 cases olibanum, and 3 cases fishmaws, C. Heerjee; 339 cases olibanum, M. Jewbee; 2 bales carpets, R. L. Southern & Co.
FOR HAVRE.
Indus, s, 75 bales cotton, J. Siegfried & Co.
FOR FALMOUTH.
Undaunted, 300 bales cotton, Gaddum & Co.
FOR MARSEILLES.
Arabia, s, 27, bags teelseed, F. Scott & Co.
FOR GENOA.
Arabia (s), 150 bales cotton, F. Scott & Co.
FOR TRIESTE.
Apis (s), 600 bales cotton, H Preiswerk & Co.; 223 bales cotton, E. Spinner & Co.; 800 bales cotton, H. Clason & Co.; 250 bales cotton, Gaddum & Co; 250 bales cotton, G. Sigg & Co; 1,000 bales cotton, V. Brothers; 1,000 bales cotton, A. Trading & Co.
FOR ANCONA.
Apis (s), 18 dales hides & skins, A. Rileb & Co.
FOR HONGKONG.
Massilia (s), 105 cwts sandalwood, E. F. Mahomed; 53 bales cotton, G. Javermull; 50 bales cotton, T. Ramchundar; 1 bale cotton, G. Peerbhoy; 100 chests opium, E. D. Sassoon; 14 chests opium, R. Khimjee & Co; 72 chests opium, D Sassoon & Co.
FOR SHANGHAI.
Massilia, s, 4 chests opium, G. Damoder.

MILITARY.

ARRIVALS.—APRIL 25.

Cadell, Colonel, Madras Royal Artillery, on leave, from Madras.

APRIL 26.

Caldecott, Captain, Royal Artillery, on leave, from Belgaum.

DEPARTURES.—APRIL 28.

Hills, Lieutenant-Colonel, Bengal R. H. A., on sick leave, to England.
Robinson, Colonel, Bengal Staff Corps, on sick leave, to England.
Irvine, Surgeon Major, Bengal British Medical Service, on sick leave, to England.
Browne, Colonel, 100th Bengal Regiment, on leave, to England.
Harris, Lieutenant-Colonel, Royal Artillery, on leave, to England.
Cadell, Col. nel, Madras Royal Artillery, on leave, to England.

PUNJAUB ORDERS.

(*Punjaub Gazette*, April 24.)

Mr C R Hawkins, Asst Commsr, is transferred from the Lahore to the Jhelum District.

Mr C V Jenkins, Offg Depy Commsr of Sealkote, has obtained privilege leave of absence for thirty days with effect from the 19th Sept 1873, or such subsequent date as he may avail himself of it.

Mr. A J S Donald, Judge, Small Causes Court, Hoshiarpore, has obtained privilege leave of absence for fifteen days, with effect from the 15th April 1873, or such subsequent date as he may avail himself of it.

Mr T O Wilkinson, Asst Commsr, Hoshiarpore, is appointed to officiate as Judge at the Small Causes Court at Hoshiarpore, during the absence on leave of Mr Donald.

Baron J Bentinck, Extra Asst Commsr, Umritsar, has obtained privilege leave of absence, for sixty-three days, with effect from the 23rd Sept 1873, or such subsequent date as he may avail himself of it.

Mr W O Clark, Asst Commsr Jullundhur, has obtained privilege leave of absence for thirty days, with effect from the 21st April 1873, or such subsequent date as he may avail himself of it.

Mr T O Wilkinson, Asst Commsr Hoshiarpore, has obtained privilege leave of absence for fifty-six days, with effect from the 6th August 1873, or such subsequent date as he may avail himself of it.

Mr Lewis Gordon, Extra Asst Commsr, Kangra, has obtained privilege leave of absence for fifty-three days, with effect from the 22nd July 1873.

Maj. R M Sewell, Dist Supt of Police, has obtained ten days' leave in India.

Mr E O Tronson, Asst Dist Supt, to officiate as Dist Supt of Police, Rohtak, during Maj Sewell's absence on leave.

Capt J S Tait having returned from leave and relieved Mr Mercer of the office of Asst Inspr-Genl, Railway Police, on forenoon of 5th instant, the following officers ceased to hold officiating appointments from that date :—

Mr W H Mercer.
Mr W J Lemarchand.

His Honour the Lt-Govr has been pleased to sanction the following transfers and appointments :—

Mr J McAndrew, Dist Supt of Police (on leave), from Kangra to Ferozepore.
Capt L H E Tucker, Dist Supt of Police, from Ferozepore to Derah Ismail Khan.
Capt E C O'B Horsford, Dist Supt of Police, from Gurgaon to Bunnoo.
Mr S Stone, Dist Supt of Police, from Montgomery to Derah Ghazi Khan.
Mr E A Marshall, Dist Supt of Police, from Sealkote to Montgomery.
Lt-Col T Staples, Dist Supt of Police, from Gujerat to Sealkote.
Mr E O Tronson, Asst Dist Supt, to officiate as Dist Supt of Police, Gurgaon.
Mr A C Plowden, Asst Dist Supt, to officiate as Dist Supt of Police at Ferozepore, during Mr McAndrew's absence on leave.
Mr F A Kelly, Asst Dist Supt, to officiate as Dist Supt of Police at Gujerat.

The following acting appointments are made from date of Captain Tait's return to duty (forenoon of 5th instant) :—

Capt Tait, Asst Ins Genl Railway Police, to officiate in the 2nd grade of Dist Supts, vice Captain Menzies, acting in 1st grade, vice Colonel Tronson.
Mr. J. McAndrew, Dist Supt 3rd grade, to act in the 3rd grade on Rs. 700, vice Capt. Tait.
Mr. E. A. Marshall, Dist Supt, 4th grade, to act in the 3rd grade, vice Mr. McAndrew.

The following officers have been granted privilege leave for three months from such date as they may avail themselves of it :—

Mr. J. Turnbull, Dist Supt of Police Rawalpindi.
Mr. D Turnbull, Offg Asst Dist Supt of Police, Delhi.

POSTAL NOTICES.

MAILS FOR ZANZIBAR.

The following table of the steam packet service between Aden and Zanzibar, and *vice versa*, is published for general information. The service will be a monthly one in connection with mail steamers from England :—

Leave Bombay.	Arrive Aden.	Leave Aden.	Arrive Zanzibar.
May 12. ...	May 20.	May 23. ...	June 4.
Leave Zanzibar.	Arrive Aden.	Leave Aden.	Arrive Bombay.
May 10. ...	May 19.	May 22. ...	May 30.
June 7. ...	June 16.	June 19. ...	June 27.

THE "BOMBAY GAZETTE."

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TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. THACKER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, ¼ annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

MR. A. MENIST,
OCULIST OPTICIAN,
OF HOLLAND, AND 42 BURTON CRESCENT,
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RESPECTFULLY informs the Public of Bombay and its vicinity that the great success which has attended his former visit to Bombay, has induced him to stay for a limited time in Bombay, previous to his departure for Europe. Mr. Menist has made for himself an Indian as well as a European reputation, and, as usual in such cases, it is only the fairly-earned reward of real merit. Hundreds of testimonials from all classes, in all parts of the world, attest the benefit that has resulted from the use of his Spectacles. Mr. Menist has devoted a lifetime to the study in suiting the eyesight by mechanical means. He can confidently state that his optical instruments are superior to those of any other makers in the world. Common and inferior goods may be had for half the price, but reflection will convince every one that when it becomes a question of economising a little money at the expense of their sights the economy is a very doubtful one. Every detail is carefully studied in Menist's Spectacles. It is not enough to have the best pebbles that can be procured, cut in strict accordance with the latest discoveries of science, and suited with the greatest nicety to the ever-varying convexity and concavity of the organ, if those pebbles are not worn in a properly-made frame, and thus secured in a proper position and at a proper distance from the eye. Again, if the frames are not made of suitable materials and properly tempered, the joints perfectly fitted, and so on, they soon get out of shape and cause a displacement of the pebbles, which entirely alters their focal power. Menist makes his frames of gold and silver only, steel being quite unsuitable for the purpose, especially in this country, where it soon becomes rusty and loses its shape, so failing to do justice to the pebbles; and his object is to secure, as nearly as possible, perfection, and not cheapness.

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BOMBAY EXHIBITION OF 1873.

PERSONS or ESTABLISHMENTS having CLAIMS against the MANAGING COMMITTEE of the BOMBAY EXHIBITION are requested to SEND THEM IN without delay.

G. W. TERRY,
Member of Committee and Honorary Secretary.
Bombay, 24th April 1873.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

FAGAN—April 25th, at Mahableshwur, the wife of Lieutenant-Colonel Fagan, Bombay Infantry, of a daughter.
SPILLING—April 28th, at No. 11, Apollo Street, Fort, the wife of Mr. A. Spilling, of a son.

MARRIAGE.

DURRANT—MORGAN—April 19th, at St. Mary's Church, Poona, by the Rev. G. A. F. Watson, George Durrant, Veterinary Surgeon, Royal Artillery, to Ruth Ellen Morgan.

OTHER PRESIDENCIES.

BIRTHS.

BOURKE—April 26th, at Ootacamund, the wife of Major the Honourable E. R. Bourke, of a daughter.
GARDINER—April 21th, at Mynpoory, the wife of Mr. W. A. Gardiner, of a daughter.
TAYLER—April 23rd, at St. Thomas' Mount, Madras, the wife of Major J. C. Tayler, Royal Artillery, of a daughter.

DEATH.

WILLIAMS—April 21st, at Charing Cross Villa, Ootacamund, Elizabeth, the wife of W. Williams.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

TUESDAY, APRIL 29, 1873.

SCARCELY had the examination of Mr. Maclean of the *Bombay Gazette*, by the Select Committee of the House of Commons been concluded, when a rumour was assiduously spread abroad in Bombay to the effect that the evidence which he gave about the Elphinstone Company and Carwar Railway was hopelessly delusive and would not bear the touch of criticism. We know that in some quarters Mr. Maclean was condemned before he was heard. Now that his evidence has been published, it is with no surprise that we find the *Times of India* labouring to confirm the previously existing and unfair rumour. We do not expect our contemporary to agree heartily with all the views that Mr. Maclean expressed before the Parliamentary Committee; the policy of the *Times of India* and the *Bombay Gazette* slope off and become divergent on many public questions. Nor do we pretend to claim for Mr. Maclean any infallibility—the Municipal Commissioner of Bombay has too recently persuaded us that it is given to no one to be infallible except the Municipal Engineer, (*ex officio*)—but if we do not make any such claim for Mr. Maclean and are quite prepared that he shall stand or fall by his voluntary evidence given before the Committee, we were not prepared to see the *Times of India* preface the review of Mr. Maclean's evidence with these words :—"To the larger portion of Mr. Maclean's evidence we could freely subscribe, but "it is in politics, as in chemistry, a very little "transmutation in the component parts, but a "slight addition to a subtraction from the "elements in fusion, may result in a product "essentially different from that proposed to be "obtained by a previous operator." We will not stop to pull to pieces the scientific metaphor which is here so sadly expressed, nor will we pretend to misunderstand the idea which it is intended to convey. Immediately preceding the quotation just made from the *Times of India* it is suggested that Mr. Maclean's evidence "may, on scrutiny, prove to be overstated," and then follows a discussion on the evidence given regarding the Public Works administration in Bombay, which naturally leads to a consideration of the purchase of the Elphinstone property. The only "over-statement" about this property which our contemporary can point to is the price of the shares in 1867. Mr. Maclean says they went down to Rs. 330, the *Times of India* says "the lowest quoted price "was Rs. 435." But may there not have been a price for these shares lower than the quoted price? As a matter of fact we know that there was. It was at this time that the stock market was thoroughly demoralized, and one strange thing was of daily occurrence, viz., that the half dozen broken-down share-brokers who remained in Bombay did not know the half of what was going on. One great capitalist swept into his chest a good many Elphinstone shares, virtually on mortgage, at a very low figure, the amount paid for which we will probably state at some future time. But more remarkable than the price of the old Elphinstone shares (Rs. 1,000 paid up) was the price of the new (Rs. 400 paid up). As a matter of fact, these latter were selling freely for Rs. 60 per share, which is much more remarkable than selling the old shares at Rs. 330. But most remarkable of all was that people in Aberdeen were the chief purchasers. It is quite true that the new Elphinstone shares were not fully paid up and people were throwing them away to get rid of the liability of further calls upon them, hence their disproportionate price to the old shares. How was it that the Aberdeen people kept up their spirits and their pluck when they knew there was a further call of Rs. 600 per share impending? People were paying their debts with the Elphinstone shares and were not always going through the legal process of transferring the shares in the office of the Company. So far from Mr. Maclean's quotation of the old Elphinstone shares at Rs. 330 being "overstated," all the circumstances of the times point to the probable correctness of the figures.

The *Times of India* puts the "historical "event" of the bargain of the Elphinstone property "either as a foolish or a wise one, but pre-"sumably as an honest transaction." From this way of stating the case we may suppose that but one individual or one party was concerned in the Elphinstone "bargain;" but inasmuch as two are supposed to be necessary for concluding a bargain, and as the Elphinstone bargain was both a foolish and a wise bargain, we are tempted to ask who represented the fools and who the wise in this "bargain"? The figures of Mr. Maclean as to the lowest limit which the shares of the Elphinstone Company reached are again useful to clear up the mystery. It matters not for the argument whether the old shares fell to Rs. 330 or Rs. 435, and whether the new shares fell to Rs. 80 or Rs. 60. The old shares had fallen at least 50 per cent., and if the property was worth the original cost there was no reason why they should have fallen so low. The new shares had fallen at least 80 per cent., and here again, if the property could realize a fair income, or even an income of one and a half per cent. (which was actually paid in 1868) there was no reason why the shares should have fallen in so remarkable a manner. Instead of standing still and encouraging the unfortunate shareholders (especially of the new shares) to hold fast by their property, the directors and managers persisted in pushing on the works and throwing the holders of the new shares into agonies of despondency. One call of Rs. 21,60,000 was made in 1867, and only Rs. 9,74,850 was realized. In the face of this disclosure it was languidly remarked that "it was feared a considerable portion (of "the unpaid 11 lacs) would prove irrecoverable.' Upwards of one-half the number of new shares appear thus to have been surrendered and made liable to forfeiture. This was a "foolish" business for some of the ignorant shareholders, but a "wise" business for those who stuck to the concern and trusted to a Government "bargain" to bring the shares up to par. Again we ask on which side was the "foolish" and on which the "wise" part of the "transaction" of the Elphinstone bargain?

To refer once more to the lowest limit which the shares touched and their presumably real value, the *Times of India* is of opinion that *if* the Elphinstone shareholders had been men of capital; *if* money was available for carrying on the works; and *if* "some due allowance were "made for the unfair burden of the railway "station ground, the nett result would perhaps "not have been very far from the par price, "Rs. 1,000." These impossible conditions have nothing to do with Mr. Maclean's value of the shares. We have already shown that the Directors were the persons responsible for the extreme depression of the shares of the Company; they could have put a stop to the work and sold a good deal of their land estate long before the depression came, and we know that they saw the judgment coming when their friends relinquished the great "Hog Island Scheme" and the Kurjut Railway Extension, by both of which projects they hoped to give India another Carwar. If the *Times of India* will refer to the Public Works correspondence about the purchase of the Elphinstone property, and compare the dates of the letters with the stock lists of the day, the most remarkable coincidences will be observed. From the day when Sir Seymour Fitzgerald first went over the Elphinstone property until the day on which Mr. Kessowjee Naique drove to Government House at Malabar Point along with his fellow-directors, to hear the official news that the Elphinstone property had been purchased at par value, the shares of the Company, both old and new, took a rising turn and gained "a commer "cial value" in close assimilation with the progress of the "bargain." From "no commercial "value" to "par price" the shares of the Elphinstone rose on the shoulders of the imperial tax-payer, staggering him at first it is true, and almost inducing him to get away from under the groaning burden, but by a little coaxing when he got steadied under the weight, the par limit was safely reached at last And what we have to say, and doubtless wha Mr. Maclean wished to say, these shares could have reached "par price" in no other way. This is the point which required elucidating in the Elphinstone "bargain." There was a bargain, "a wise one" for some and "a foolish "one" for others; let our readers distinguish whether the Elphinstone shareholders or the Indian tax-payers are most entitled to their sympathy.

That the Bombay Government could make a good bargain admits of no doubt whatever. When Government required the property of a number of poor householders in Colaba, the "par price" of these properties was not asked. The Government solicitor was requested to secure the properties in detail, and the result proved eminently satisfactory to the imperial exchequer. If the same agency had been used for the negociation of the purchase of the Elphinstone property and a broker-age offered on the completion of the purchase,

question is one which the Collector of the district can answer, and it might not be out of the way to suggest a branch line to Sattara, which is, comparatively speaking, closely in the neighbourhood. From my own small knowledge of the country through which the proposed line would pass, I conjecture that the project would pay, as the people would be glad to send their produce to Poona, and even on to Bombay. Of one thing I am sure, and that is that the new ghat road down the mountain to join the Mhar road will not be a reproductive work. As a specimen of engineering skill it reflects credit on the professional ability of the scientific gentlemen to whom the works have been entrusted, but the expenditure of enormous sums of public money on a road that will be only used by a few wealthy and pleasure-seeking people, is a matter of such grave consideration that I must defer comment on this matter until I am in a position to deal with the entire subject. The original idea was to reopen water communication with Bombay via Mhar and the Bankote river, and thus save the long and expensive journey via Poona. Only very small steamers can navigate the Bankote river, and until this stream is dredged out and the bar at its entrance is made passable at all times, I think the construction of the new ghat road a premature and wasteful mode of spending money, as only small craft can be used to feed it with passengers and goods. Bunder boats are not safe at all times in a heavy sea and are decidedly dangerous, besides the small traffic which they might bring would never pay the interest on the capital expended on these works Even now bunder boats can only ascend the river at full tide, on account of its shallow and rocky state, and making it navigable for steamers or bunder boats at low water would cost ten times the amount expended on the ghat road. Truly this waste of public money might well form the subject of enquiry by the Fidancial Parliamentary Committee now sitting in London, and I cannot help suggesting that the more natural order of events would have been to have first opened the river for fair-sized steam-boats, and then to have excavated this road to join the main-road leading to Mhar. The May Frere, the Governor's small steam yacht, has with a full tide, I believe, got up the river as far as Mhar; but if this route is ever to pay and be of use, the hand of art must make the traveller independent of tidal assistance. Dredging and cutting away the rocks in the Mhar river would have been beneficial to the people residing near Mhar. To them this road is useless. The entrance to the Bankote river is dangerous, and many people recollect the sad death at this place by drowning, some fourteen years ago, of the accomplished wife of a then well known member of the Bombay Council. The boat missed the only small navigable passage, went upon a sand-bank, and was broken up by the waves ere assistance could be procured. As you pass over the bar, a solitary tomb meets your eye, upon the side of a wild and beauteous hill. There rests the remains of one whose memory is still green in the minds of many Bombayites.

The season here has been very late. House-owners and shop-keepers have suffered much from the paucity of visitors this year. However, people—"Tuft hunters," as Dean Swift would have said—always follow the lead of the great or would-be great folk, and since Government officials and heads of departments migrated from Bombay the bungalows have suddenly filled. Rents are high; nothing fit to live in is to be procured under Rs. 250 for the rest of the season, which will end about the 10th of June. A bungalow for this price would only be the style of place fit to whip a cat in, while a moderate and decent residence would cost from Rs. 600 to Rs. 900 from now until June. The great questions at these hills are house-room and rent. No poor man can afford, as a rule, to visit Mahableshwur, although provisions are reasonable enough in price. An hotel has been established, and report says, that at it visitors are well treated; but from its moderate size it cannot of course assist large families, even if they could afford hotel prices. Houses are let by the season here, and so a married subaltern could ill-afford to pay for the full period while his leave was only thirty or sixty days. There are some Government quarters to be had, but he will be a clever man either to obtain one or to elicit information as to the rules regarding them or how they are procurable. Let me advise that no one should come up here without making previous arrangements. There are only three rooms I hear of at the travellers' bungalow available for strangers, and a large amount of talent would have to be displayed—unless luck stepped in—to enable a benighted wanderer to get a lodging in one of them, even for a few hours. I have no doubt that if some residential quarters were built, and the rooms let only to Europeans at a fair rent, that the speculation would pay. This year several persons have sent up tents, and by supplementing them with a chupper or thatch, in event of sudden heavy showers of rain, people with moderate ideas can make themselves very snug and comfortable. A temporary bungalow, kitchen, stables, and servants' room can be built for about fifty rupees, if one purchases the materials and superintends the building themselves. The thatch, which is sun and water-proof, is made of grass and dried leaves, and constructed by coolies who understand the work; the sides are composed of sticks closely placed together, over which is put a plaster of mud. The inside is then lined with matting made of bamboos, and the outside painted white with chunam. I have seen one of these pastoral erections, and was certainly surprised and pleased by the sight of the novelty. That it should be possible to come to Mahableshwur for economy would appear a strange assertion, and yet it is possible. A bunder-boat can be procured from Bombay to Mhar for Rs. 15 or Rs. 20, and a return cotton-boat for horse and kit costs Rs. 10 to Rs. 15. Bullocks are procurable for Rs. 1-4 each from thence here, and easily carry two overland trunks. Twelve bullocks will carry a single-poled 14 square tent and two rowries. At Kennesser, six koss from Mahableshwur, coolies are procurable for carrying heavy boxes, and they each receive from four, *six*, to eight annas. The cost of each cart from Mhar to Kennesser is Rs. 1-11; no wheeled conveyance can go beyond this last-named place, but pack bullocks go straight on to Mahableshwur. There is a good travellers' bungalow at Mhar, and a messman who is most obliging. The distance from Mhar to the top of the mountain is 30 to 32 miles, and two other excellent bungalows are to be found on the road. The distance can be accomplished in one day on horse-back, and with ease in two days. No messmen are retained at the bungalows which intervene.

At this season of the year if you sail from Bombay with the tide, and are so fortunate as to meet it again at Bankote flowing up the river, you ought, with a fair wind, to reach Mhar in 14 to 16 hours. But if the "fates are contrary" and you do not save the flow, as Virgil says, then you may be double the time; but the scenery is so lovely, the fish, milk, and eggs so fresh, which are procurable in the village on the banks of the river, that really the delay adds a charm to the journey. The river winds its way through mountains well covered with vegetation and trees, and passes by several very pretty and picturesque villages. Seen by moonlight, the beauty of the country and the grandeur of the hills is solemnly imposing, and reminds one of their early travels in the Italian lake districts—those sunny hours of pleasure which never fade from memory. If a well-appointed steamer service were established to Mhar, with commodious and clean bunder-boats to meet them for the river part of the passage, this old route to Mahableshwur would again be patronized. The journey via Poona is long, hot, and expensive, and the scenery cannot be compared with that beheld from the route we have mentioned.

I see that your Matheran correspondent complains of the furious way in which people ride and drive at that station. Here, of an evening, it is positively dangerous to walk or ride on the roads, when "the refulgent lamp of night" does not choose to do parish lantern. Vehicles at rapid pace come rattling down steep-roads as if their occupants thought that they and they alone were the entire owners of the highway. I notice that a certain visitor when riding after dark protects himself by using a stirrup lantern. This is a wise precaution, and might with advantage be copied.

I have almost forgotten to mention the bazaar prices, which are reasonable. Family people may wish to be informed on this head, so I conclude with a few dry figures on the subject of domestic economy. Bread, 8 lbs. for the rupee; mutton 6 lbs.; beef 8 lbs.; eggs 5 for one anna; milk 8 lbs. the rupee; potatoes one anna per lb.; strawberries 25 to 30 dozen per rupee; grass for each horse Rs. 4 per month—gram is very dear, only 8½ to 9 lbs. for the rupee being procurable.

RAJCOTE, 24TH APRIL.

All the Political Officers having left for the districts, there is not much stirring at the station. The weather is exceptionally hot, the thermometer at 3 P.M. standing at 96°.

The Political Agent is still at Gondul, owing to his having had an attack of fever immediately after arrival.

The Ranee's grievances as set forth by her, and her quarrels with the Special Assistant, are, I hear, being enquired into by Mr. Peile, and there can be no doubt that ample justice will be meted out to whatever party may be found to have actual cause for complaint.

Of the 160 candidates who presented themselves at the last pleaders' examination, 39 have successfully passed, and of this number, ten have been appointed as general pleaders, that is, competent to appear in any and all of the Courts in the province, and the remainder as district pleaders.

The Porebunder Shetanee's claim against the Gondal State, which was decided in her favour about two years ago by Colonel Anderson, is being contested by the adopted son of the Shetanee's late husband, so that I think Captain Phillips has acted perfectly right in withholding payment of the sum awarded her by the late Political Agent, which exceeds a lac of rupees.

RAJPOOTANA, 21ST APRIL.

Since the date of my last letter there has been a remarkable change in the weather in the Jeypore and Ajmere districts. Your readers must not forget that both of them are hilly and mountainous. We have not throughout Rajpootana, generally, the blazing heat in summer of the Punjab, or its chill raw winter. We exist on an average elevation of 1,800 feet above sea level, and the nights are always cool and bearable. From the last week of April to within the past few days the stiff equinoctial breezes and a few hot blasts warned us that the earth was fast moving towards the nethermost part of his orbit. All at once the cold has been relegated to us, and we are glad to sleep under quilts and blankets. Punkahs have not been set up yet, and on the whole the season is agreeable and healthy.

Referring to railway progress through these states, I will give you some idea of the slow—I cannot add very sure—headway that has been made since a line was contemplated through them. So far back as January 1854, the Chief Engineer of the Bombay, Baroda and Central India Railway addressed a letter to Major C. G. Dixon, the then Superintendent of Ajmere, calling for information on the productive resources of Rajpootana. The Major could not give much information. At the time I write of, the whole of Rajpootana was, together with the districts south-east of it, Malwa, Bhopal, and Scindia and Holkar's Dominions, what I would term a political preserve, headed by the Agents for the time being to the Governor-General. But rarely British travellers, whether for pleasure or commerce, ever resorted to them, and for purposes of speculation or commercial enterprise, these districts were a *terra incognita*. No annual reports at that period were issued from the Foreign Office. The Chief Engineer of the B. B. and C. I. Railway might after a protracted exploration have ferretted from the shelves of the Asiatic Society "Tod's Rajasthan," but he would have learnt very little he was in search of from the volumes of that enthusiastic annalist, whose account of the states he supervised was political and descriptive and not commercial or statistical. Major Dixon asserts, twenty years ago, that Bhurtpore was well governed (which it is now) and the produce was much the same as those of the British territories, viz. cotton, sugar, grain of all kinds, indigo: the manufactures being limited to coarse cloth and printed chintzes. But then it must be remembered Bhurtpore was alongside its well-to-do neighbour, Agra. Any state in a condition of high prosperity must extend its welfare to its poorer and less fortunate co-efficients. Meywar, Tonk, and Jeypore possess many latent capabilities through the wide uncultivated areas, which, with a system of government that afforded full protection to life and property, would provide food for more than double the present population, (which by the way does not average much more than 80 to the square mile) with spare produce for exportation. It was suggested by the Superintendent that the whole of the water-courses which now drain the country should be closed with embankments, as has already been done in parts of the Ajmere and Mhairwarra districts, in view to the increase of agricultura produce. Even now, as it was then, the produce confined to cotton, sugar-cane, the usual cereals, and a small quantity of opium. Manufacturing industry is at its lowest ebb. The whole of the states are divested of commercial life and energy. The people and the rulers generally are content with their present status. Any improvement to increase their material resources is a matter of indifference. In constructing the rail through these states a *sinequa non* is to give the permanence of *just* Governments to Meywar (Oodeypore), Marwar (Jodhpore), and Tonk. Jeypore is certainly capable of improvement, but then, so is the vast area under the paramount power, and the *tout ensemble* might bar any comparisons, which were they drawn, would on the whole tell in favour of the native states. In the absence of water supply, the great importance of which has been sadly neglected of late in all these districts, in lieu of a teeming population and abundant produce they will long continue to display their untilled and untenanted tracts. Rajpootana is rich in one thing alone—its vast mineral wealth, whether it be metals or precious and building stones. Iron in large quantities is found in Meywar, Ajmere, and Mhairwarra. We have also some valuable lead mines, but we have not that other essential, wood, and consequently charcoal for smelting purposes. Of coal nothing is yet known in these parts, but it should exist in Meywar, as the country rests on the secondary formation. Jeypore is famed for its gold. The richest item of the productive resources of this division of India lies in its superabundant supply of building stone. Here we have marble and granite and sandstone in every variety. Serpentine is found near the Sambhur salt lake. Gneiss and mica schist are common. Limestone in large quantities is also found. Mukrani, in Marwar, produces the most beautiful marble and calcareous alabaster which have been extracted for ages; it there lies in strata beneath, and prependicular to the surface. Compact felspar is abundant in the district, and varies from white glassy to pinkish brown, and occurs in large masses. The mineral wealth here then is inexhaustible. Yet it is of little use to cheapen in any manner the food of the population, for quarrying and mining carried on on any systematic or remunerative principle is unknown. Even if it were, there are no roads, and carriage is scarce, with one or two rare exceptions, which I shall presently notice. The mass of the people are apathetic, the rulers and the Thakores are sunk in vice and sensuality. No provision was made in years gone by for that periodical visitant to Rajpootana—gaunt famine. There are existing even now what are called *famine works*. They are worthy of the name, those unfinished landing places, those partially constructed roads ever under repairs, those dams perpetually leaking. They kept the souls and bodies of the starving labourers together *for the time*. That was sufficient for those whom it concerned. During the last visitation, viz., in 1868-69, there was not a single road in the heart of Rajpootana to bring up quickly to the famishing multitudes the little grain to keep alive the flame of life. Those who could crawl no more were content to lie down and die. It is true, the missionaries acted, as I am glad to assert they ever do in all similar cases of dire necessity, like good Samaritans. But their exertions were individual and personal, and consequently limited in extent. Certainly there was the old post road from Agra to Gwalior and on to Indore and Khundwa. Yes! there was also a metalled road from Agra to Bhurtpoor, but no communication except for camels and bullocks to all the centres of dearth and depletion either from without or within. It is true that now there is a mail cart road to Ajmere, and one thence, not far from completion, through Beawar, Pallee, Erinpoora, the foot of Mount Aboo, and Deesa. There is a decent road from Nusseerabad as far as Neemuch, but from the latter place I do not know what name has been found for the direction which takes the traveller to Mhow and Indore. Happily in the absence of communications we shall very shortly have the railway in our midst. These will give labour, and consequently bread, to thousands of this sparsely populated and unkind region. If the results of railway enterprise cannot avert the consequences, it will at least mitigate the dire effects of famine. A railway is alleged to be the pioneer of civilization; and what is generally understood by the latter term, is the introduction of calicoes, trousers, hats and coats, and our manners, habits, and customs amongst a race who do not ask for them, whose customs from time immemorial are antagonistic to them, and who would be far happier in not adopting them. This is my experience after nearly thirty years of uninterrupted residence in the Indian Peninsula. But if the rail brings with it a tendency to stir the national spirit of the people or create in the hearts of their rulers a revival for the construction of great public works for which their forefathers were in ages long past greatly famed, some valuable results will have been obtained. Now the one thing needful in all Rajpootana is the artificial collection and storage of water; and, in a country such as this, where the rainfall seldom exceeds twenty inches, and where it is not often blessed with more than ten, works on a grand scale are requisite to maintain a perennial water supply. These artificial reservoirs belong rather to the industry of a country than to its natural hydrography, in which streams are few and the rainfall very limited. There are a few splendid specimens of artificial laking in these States, as witness the Anasagur Lake under Ajmere, the circumference of which averages five miles in extent; the Beesla Dev, contiguous to it, three miles; the Ramgurh and others now in course of construction. His Highness the Maharajah of Jeypore, through his Executive Engineer, Captain S. S. Jacob, has lately been advertising for tenders for contracts for a great work he has now in contemplation, namely, the construction of a masonry dam in connection with the Ramgurh Lake project, about twenty miles from his capital. The work will cost thirteen lacs of rupees, and will not probably be finished under seventeen lacs. The water here collected will serve to irrigate upwards of twenty square miles of culturable land which now lies a perfect waste, yielding nothing. Such a work as this is my idea of progress and civilization, and the rail will materially aid the engineers and contractors in bringing the heavy iron machinery and stone and other appliances to within a reasonable distance of the work, and thus ensure its speedy and successful completion. There is also on the boards a water supply scheme for the city of Jeypore from the Aman-i-shah, a stream three miles distant from the city. I shall refer to this subject in a future letter, and conclude these desultory remarks by observing that the national capabilities of the country will contain dozens of your Vehar Lake and Toolsee water supply schemes which lie in abeyance from the apathy, engineering requirements, or lack of capital of the great majority of native rulers. I leave your readers to realize what Bombay would now have been without its Vehar. They can imagine what lovely oases would spring up here could there be taken in hand and collected by art the preservation of that water with which nature so stintily supplies us.

His Highness the Maharajah of Jeypore returned to his principality from Jodhpore, after an absence of nearly six weeks, on Friday last, the 18th instant.

The rubbee crops throughout the districts will all be harvested towards the end of the present month. The season, on the whole, has been a favourable one. We have now had a succession of them and must begin to anticipate the coming of the dark side of the picture. Fever and small-pox have been very prevalent throughout Rajpootana generally during the past three months, but not very fatally so.

Only that my intention is to limit my letters to a single column of the *Gazette*, I was about giving you a pleasant story anent that Mayo College alleged to be under construction at Ajmere. The relation will be an amusing one from the period the simple and Doric style of architecture, in all its chaste and classic beauty, was approved of by the late Earl Mayo, and so all through its vicissitudes of design, plan, and action up to the present time. You must wait to be informed how some jealous and disappointed architect, whose plan was set aside by the late Governor-General, after the submission of all the designs that were placed before him in 1871, suggested to one of the Maharajahs that the style of architecture should be adapted to the religion, habits, and customs of the students who are to undergo a high classical education. I shall have to tell you, then, how the Supreme Government essayed to drive Mr. J. Gordon, the accomplished architect, out on a roving commission, not in search of the classic and picturesque, but for the design of a college in the pure Hindoo style, and how, without much intermigratory per or noct-ambulation, he transmogrified (you may substitute another word for this if you like) the grand swelling dome, the cupolas, the arched doorways, the arcades, in a trice to an immense pyramidical dome, pyramidical cupolas, and how he reduced every line of beauty and curve to the mathematical definition of straight lines. To complete this style of a Hindoo college nothing now remains, after it has been erected, but to substitute native for English studies, and a curriculum on the Hindoo Pantheon, pure and simple, not omitting all the freaks of *Krishna* and the *Gopis*. It is perhaps as well that the grounds should first be laid out, and the detached buildings for the professors and students' residences primarily erected. The former can eat their heads off, while search is being made for marble to erect the stately main building which, *when* it is erected, will closely resemble the temple of Juggurnath at Poonee. Mr. Gordon was determined the Hindoo style should prevail, and all because, forsooth, the spherical dome, cupolas, and arched ways partook of the *Mahomedan* style of architecture. Eheu!

TURF NEWS AND CLUB GOSSIP.

(FROM OUR SPORTING CORRESPONDENT.)

LONDON, 4TH APRIL.

Long ere this the wire will have flashed to you the news of Cambridge's fourth consecutive victory over the sister University. The race may be described in a few words—"The light blues jumped off with the lead, were never headed, and won in a canter in the fastest time on record." Mr. Leslie, who returned thanks for the Oxford crew at the Lord Mayor's dinner on the evening of the race, with the exception of the remark that the dark blue crew were the better of the two in point of style, was correct. That experienced "coach," said—" Mr. Rhodes' dash had been so well backed up by Mr. Benson at No. 7, Mr. Read at No. 6, and the rest of the crew, that they had proved too much for Oxford, whose men were not strong enough, and they had consequently suffered defeat. But even then he thought the Oxford crew had the best of it in one respect, namely, that they were a better crew in point of style." This, I admit, was the case in practice, but not so in the race, for as Cambridge rowed past the Hotel at Mortlake their rowing was the finest I ever beheld. Mr. Leslie further added—"At the same time Cambridge had the physique and more life because they had more power and strength, or, as some newspapers had put it, 'more brute force.' Strength was a great item, as had often been proved, and over the course from Putney to Mortlake they must have had brute force. Cambridge had that brute force, and with it a certain amount of style and, therefore, they had won." The clerk of the weather favoured the thirtieth meeting of the rival blues, and it could not have been celebrated under more favourable circumstances. A thick haze which had hung all the morning over the course cleared off about noon, when the sky becomes cloudless, the sun shines hotly down, and there is scarcely a ripple on the water. Saturday last was to me, a backer of the Cam., a day of unmixed pleasure. Care, of which I have had and have my full share, disappeared before the glorious scene and amidst so much universal merriment. I saw some drunken people, not many; but not one, except the backers of Oxford—after the race and they could not be blamed—out of temper. Never before had the banks of the Thames carried such a numerous living freight, nor its bosom so many and so various craft. It was all "spring, spring, beautiful spring." Stationed on a barge at Mortlake, an incessant stream of gaily decorated steam launches, river police boats, four oar-boats full of pretty bright girls for the most part bedecked in sky blue, and small boats of every shape and build pass me. The banks are in all directions black with people as far as the eye can reach, and carriages filled with gaily-dressed and in many cases really lovely women have mustered in thousands. I could not, stationed on an anchored barge and expectant of getting a cold bath every moment, see right down to Putney, when at 2-15, amidst loud cheers, the loudest for Cambridge, the two eight oars push off and paddle slowly down to the starting-point, the dark blue crew showing the way in racing costume, the Cantabs having their light blue coats on. Both boats, the light blue now in their white jersies stripped for action, back slowly into position and are ready for Mr. Searle's "Go." The word is spoken, and together the sixteen stout oars lay hold of the water. Instantly the tiny, light blue flag shows in advance, and amidst a tremendous roar, like the storm-wave beating on the silent shore, comes booming up the river; the Cambridge crew commence to draw away. Mr. Rhodes sets his crew to work with a long well pulled stroke of 38 per minute, whilst the Oxonians are rowing with plenty of life and dash. It is a pretty stroke, the Oxford men are rowing—a very pretty lady-like stroke, it is not the stroke for a four mile race. Cambridge equally elegant brings its oars through the water in a slogging determined manner with a vigour, rapidity, and uniformity such as no one, no matter where, has seen before. What a tale of "brute force" and discipline is told by that long, cruel, slashing stroke! It reminds me of the gallop of a wolf as it nears its prey. Well may Cambridge congratulate itself in having such a man as Rhodes—one mass of muscle and strength, and such a general, too!—to take the place of Goldie. A better No. 7 than Benson has never tugged at an oar. As for Lecky Brown, Turnbull, and Read they are simply sons of Anak, huge of limb, deep of chest, and exquisitively proportioned, and who for style and downright unflagging hard work could best Close (at bow) with his gig-lamps? Slowly but surely that workman-like powerful stroke pulls the light blue flag away from its opponents, the Oxonians, with an increased rate of stroke, being unable to hold their own. At the Creek, Rhodes is up to No. 4 of their boat. The Oxonians here steady themselves and row 39 to the minute, but are short. Up to the Crab Tree a slight head-wind has been met and the Cambridge coxwain is in front of the Oxford bow oar. Off the Soap Works Point Mr. Fewer takes the Oxonians out to avoid the wash, which is already being uncomfortably felt from the light blue blades. Hammersmith Bridge, as the *Graphic* depicts, presents a marvellous sight, every inch of standing being occupied, and as the two boats shoot it in just 7 min. 30 secs. from the start there was a full length between them. Gallantly responding to frantic shouts of "Row, Oxford, Row," from thousands of throats, Mr. Dowding quickens up to 41 and reduced the lead to three-quarters of a length, but this effort could not be maintained long. Cambridge never answered this spurt, but keeping on at their steady 37, wait till the effect of the accelerated stroke of their rivals died away. Again and again do they spurt, but all to no purpose, they can do no more, and their stroke is not likely to get longer or more powerful as they go. At the foot of Chiswick Eyot, Cambridge, rowing quite within themselves, is full two lengths in advance, and slowly increasing their lead till they led under Barnes Bridge with the advantage of two and a half lengths with the race in hand, winning eventually as they liked in 19 minutes 36 seconds. As Cambridge never rowed in real earnest from the Crab Tree it is impossible to say what the time would have been had they been racing all the way at best pace. It was a procession not a race, and as most of the winning crew are young and improving men and will row next year, the prospect for Oxford is not cheering. Sliding seats and a tide like a mill race will account for the great speed the crews got out of their boats. It is reported that for a day or two before the race the light blue eight suffered greatly from nervous excitement, and that the furniture and crockery of the Star and Garter suffered severely: one of them before embarking could no longer restrain his over-worked nerves, so to quiet them flung a stool at a 75 guinea mirror. Once in their boat they were cool enough.

On Monday, the *Morning Post* published a paragraph testifying to the existence of a rumour that the University authorities had taken into consideration the matter of abolishing the boat race, or of causing it to be removed from Putney to Hawley or Lynn. You can imagine the indignation of the Londoners at this. I do not see how the University authorities can interfere in the matter, as the race is rowed after the term is at an end and when the under-graduates have "gone down." Once beyond the precincts of Alma Mater what can Don, Proctor, or Tutor do? The worst they can do is to insist upon the whole term, instead of two-thirds, being kept, in which case the race would have to be rowed in the last week of the Easter vacation. The increase of betting, in connection with this contest, is certainly to be deplored, and I believe the outrigger of the Cambridge stroke had been tampered with but was discovered in time. The "'Varsity race" is a creditable London holiday, and it must be preserved to us,

Cambridge won both billiard matches, but was defeated at both racquets and chess, besides losing the majority of the athletic contests. I don't know who won the stand-up fight outside Evan's about 2 o'clock a.m. the morning after the race.

The county and other cricket clubs have completed arrangements for the opening of the season. For the M. C. C. Challenge Cup, Gloucestershire county have withdrawn from the contest, and only Kent, Sussex, and Middlesex are in the contest. The members of the M. C. C. will hold a special meeting at Lords' Ground on May 7th for confirming the following new rules, viz:—"That no cricketer, professional or amateur, shall play for more than one county during the season;" "that every cricketer, born in one county and residing in another, shall at the commencement of a season elect which county he will play for."

Surinam was struck out of the 2,000 Guineas on Saturday, it having been found impossible to train him. As I have all along advised, Cremorne now occupies the pride of place at the head of the City and Suburban quotations, and has been backed heavily at 8 to 1. No Derby winner has ever improved so much, and now, at four years old, he stands fully sixteen hands and has developed wonderfully in muscle. Digby Grand, with 8-13, cantered home for the Prince of Wales' Handicap over this ground, and I book the City and Sub. as a certainty for Mr. Saville's horse. In fact the double bet has been taken that he will win this event, and his stable companion, Kaiser, the Derby. Mr. Payne's Flurry, a gift by will from the late Lord Glasgow, has won the great Northamptonshire Stakes by a head after a punishing struggle. Nine ran, Mr. Saville's mare Lilian running a great mare, considering her weight. Ryshworth proved himself a wonder fully good horse, defeating Reugny over his own distance by many lengths, showing what a super-excellent animal Disturbance must be.

BETTING IN LONDON—THURSDAY.

CITY AND SUBURBAN.

15 to 2 agst Cremorne (t.)	33 to 1 agst Reine (t. to 30.)
11—1 — Hurlingham (t. & o.)	33—1 — Proto Martyr (o.; 40 to 1 t.)
14—1 — Playfair (t.)	1000—25 — Yorkshire Relish (t.)
18—1 — Bertram (t.)	40—1 — Almoner (t. & o.)
22—1 — Curate (t. & o.)	40—1 — Primas (t. & o.)
22—1 — Pacha (t. & o.)	1000—20 — Lilian (t.)
25—1 — Struan (t. & o.)	2—1 — Primas starting (t.)
25—1 — Lunar Eclipse (o.)	

CHESTER CUP.

14 to 1 agst Laburnum (t. to 80)	25 to 1 agst Napolitain (o.; t. 33 to 1.)
100—7 — Whinyard (t. freely)	33—1 — Quail (t.)
25—1 — Clearwell (t.)	

TWO THOUSAND GUINEAS.

9 to 2 agst Flageolet (w.)	15 to 2 agst Paladin (t.; after 7 to 1 t.)
500—100 — Kaiser (t. & w.)	
15—2 — Gang Forward (t.)	100—7 — Suleiman (t.)

DERBY.

500 to 25 agst Hochstapler (t.)	2000 to 80 agst Suleiman (t.)

He who goes to sea, as Dr. Johnson has it, commits himself to prison, and to a prison in which he has a chance of being drowned. A thousand people went to sea on the 20th of last month in one vessel, and of the thousand three-fourths have perished. The loss of the Atlantic does not seem to have been due to any fault of her owners. A large, a powerful, and a well-found passenger steamer as good as new in condition, fitted for safety with water-tight bulk heads, and provided with ten boats, was lost, after a successful passage, in shallow water. She was the right ship in the wrong place. The old story of the Alma in the Red Sea over again with more disastrous results. Somebody had made an erroneous reckoning, and his error has resulted in the death of seven hundred and fifty people. The work of death must have been very sudden. The first officer has perished with his ship. He refused to be rescued. The surviving officers will have to explain how it came that the ship was out of her course; and of the questions they will have to answer the most important will relate to the use or non-use of the lead, the speed of the vessel at the time of striking, the nature of the look-out, and the orders passed down into the engine-room after she was on the rocks. Mr. Brady, the third officer, and Quarter-Master Speakman have behaved with devoted heroism and have earned the Albert Medal. The owners of the ill-fated vessel, Messrs. Ismay, Imrie & Co., addressed the following letter to Captain Williams on his being appointed to the command of the Atlantic:—

"White Star Line, Feb. 5, 1873.

"Captain J. Agnew Williams.

"Dear Sir,—In the book of instructions handed to you some time ago, and with the contents of which we do not doubt you have made yourself familiar, we dwelt with particular emphasis upon the supreme importance which we attached to the exercise of extreme and unvarying caution and prudence in the navigation of the company's vessels. This subject has so constantly impressed itself upon us that we have determined to address you again upon this most vital matter and we shall be glad to know, if in your opinion, and suggested by your experience of the steamers and their trade, there is any matter connected with their outfit, appointments, or discipline which you conceive might be supplemented or improved upon—in which case we shall gladly receive and consider any suggestions which you may make. The consideration of the subject generally has impressed us with a deep sense of the injury which the interests of the company would sustain in the event of any misfortune attending the navigation of the vessels—first, from the blow which such would give to the reputation of the line; second, from the pecuniary loss which would accrue, the company being their own insurers to a very large extent; and third, the interruption of the weekly line, upon which much of the success of the present organisation must depend. Under all these circumstances, of paramount and engrossing interest to the company, whose property is under your charge, we invite you to dismiss from your mind all idea of competitive passages with other vessels, the advantage of success in which is merely transient, concentrating your whole attention upon a cautious, prudent, and ever-watchful system of navigation, losing time, or suffering any other temporary inconvenience, rather than run the slightest risk which can be avoided.—We remain, yours faithfully.

"ISMAY, IMRIE, AND CO."

Seeing ill-looking portraits of the strangled female poisoner, Mrs. Cotton, in many of the shop windows in the vicinity of Holiwell Street, Strand, causes me to think of the gallows. Capital punishment seems all but abolished in the United States of America, except in the case where the murderers are negroes or persons so poor as to be unable to exert any influence on the authorities. Amongst recent New York news, I read that Stokes, the murderer of Fish, has escaped the gallows, which he never seems to have feared, and that he "never looked so well and vigorous as now." Similar interesting particulars are given regarding the appearance and habits of several other notorious murderers who have been reprieved; and as showing the estimate of chances usually made, it may be mentioned that in recording two cases where girls of fourteen were murdered by youths who afterwards committed suicide, the *New York Times* remarks that "in neither case need the murderers have feared the gallows. They could easily have put in a plea of emotional insanity, and stood upon the natural right of man, irrespective of age, to indulge in emotional murder." It does not appear, however, that the practical abolition of capital punishment exerts those wholesome effects which, according to some sentimental individuals, should flow therefrom. Just at present there is a race between New York and Chicago, as to who shall attain the greatest notoriety for murder, and really it is difficult to award the palm in such a close affair. In one kind of outrage, however, New York has an undoubted pre-eminence; in no other city in the wide-world is life so absolutely unsafe in the public conveyances. On the 18th of last month four men got into a car in the Third Avenue, and refused to pay the conductor. After an abusive altercation, the conductor ordered the driver to pull up, and told the men to get out. They refused and were consequently pushed out by the conductor and driver. The car was on the point of starting, when one of the strangers leaped on the platform, caught the driver round the waist, and pulled him out into the street. The conductor leaping off the car went to the driver's aid; but one of the strangers pulled out a pistol and fired it almost in his face. The pistol was badly aimed, however, and the ball passed across the conductor's face, inflicting a slight wound on his upper lip. The man again fired, but the ball this time raised the conductor and pierced the foot of one of the passengers. Nor are such occurrences as these uncommon. The *Tribune*, which by the way had advocated the disuse of capital punishment, says—"The public streets are literally infested by highwaymen; and street-cars are stopped, as years ago coaches were, with the coolness and audacity of Turpin or Duval. The two instances of highway robbery and attempted murder in the Third and Fourth Avenues, are startling in their boldness. But when it is shown that these highway robberies are common occurrences, the imperative need of equally daring action on the part of the police against the thieves becomes apparent." May I be allowed to suggest to the *Tribune*, and to other sentimentalists, that to hang a few of these "New York banditti" might have a very wholesome effect. So long as six-shooters, car-hooks, and bludgeons are employed against the lives of inoffensive citizens, so long will it be found needful to keep ropes and gallows. The law has been allowed to take its course in the case of the Durham murderess is well, for it will take away from ladies of Mrs. Cotton's class that feeling of safety from an interview with the aged Calcraft which they have, from late royal clemency, contracted. Perhaps you are not aware of what became of the rope that hanged Mary Cotton! The correspondent of the Paris *Figaro*, who rejoices in the distinguished privilege in having "assisted" at her execution, informs us that it was sold by Calcraft to one "Richard Evans, formerly a Welsh farmer, now a rich landlord." This singularly-minded gentleman, it appears, has devoted his last fourteen years to collecting similar "objects of art" with which he adorns his salons. *Le Figaro* also states that the last work of His Majesty Napoleon III. was the invention of an economical fire apparatus adapted to ordinary chimneys!

It is certainly something new to propound that the effect of the morning service in the Church of England is of so exciting a nature as to drive people mad. Mr. D'Eyncourt, however, had to deal with this theory at the Marylebone Police Office this week, the services in the Quebec Chapel having driven an aged spinster, Isabella Brewiss, aged 58, dressmaker, as mad as a hatter or a March hare. This insanity is displayed by the unseemly habit of putting up her gingham during service. Whether this opening of her umbrella has been done, as she says, to keep off the draught from an open window, or because the downpower of eloquence from the pulpit overpowered the old lady, I cannot pretend to say. But on neither hypothesis can the putting up of an umbrella in church be reconciled with Christian ecclesiastical traditions. She seems also addicted to assaulting members of the congregation, and children in particular. On Sunday last she went a step further, and assaulted the Rev. Donald Mackinnon, the curate, hammering the reverend gentleman over the head with a bible or a prayer book. For this offence she made Mr. D'Eyncourt's unwelcome acquaintance. The surgeon who examined her stated his opinion that on all subjects, except that of the Quebec Chapel, she is sane. The prosecution were not anxious to press the charge, provided the lady undertook not to frequent that particular tabernacle. Whereupon she promised not to go to Quebec Chapel or "any other established Church of England" in her present state, remarking that she had suffered, and so had her family, through the Church of England."

The Duke of Edinburgh will shortly "a-wooing go" to meet his future bride, the Grand Duchess Maria Alexandrowna, who is now at Loretto in Italy. As yet he has not seen the fair lady.

BOMBAY.

Fall of a Meteor at Godhra.—A meteor was seen falling at Godhra on the night of the 10th inst.

Found Drowned.—Yesterday morning the body of a Mussulman was found floating in the Baboola Tank.

European Vagrants.—Yesterday there were twenty-one European vagrants in the Government work-house attached to the House of Correction.

High Court Reporter.—Mr. Farran, Barrister-at-Law, Reporter to the High Court, proceeds to England on a few months' leave by the first mail next month.

Assault.—A Mahomedan named Panjra Hoossein was yesterday charged before Mr. Nana Morojee with assaulting one Mahomed Nuthoo, and was on conviction fined Rs. 30.

We stated the other day that the Hon. Mr. Justice Bayley proceeds to England in June next on three months' leave. We hear that the learned Judge's place will not be filled up by any one.

Weather at Ahmedabad.—A correspondent informs us that the weather at Ahmedabad is quite unbearable. Small-pox and fever have prevailed to some extent in several talookas of that collectorate.

Educational Establishments at Damaun.—A short time ago a Gujerattee school was closed at Damaun, and we now learn from a native paper that it is also contemplated to close the English school there.

Charity.—The First Physician J. J. Hospital begs to acknowledge with thanks, a donation of Rs. 40 to the charity fund of the hospital from A. Watt, Esq., Registrar, High Court, Mazagon.

Suicide.—On Sunday an inquest was held at the Jamsetjee Hospital concerning the death of Liberato DeSouza. The jury found that the man had committed suicide by taking a poisonous dose of arsenic.

The Waghurs at Hurdah.—The Waghurs have made their appearance at a place called Hurda, in the territory of the Chief of Dhrangdra, and plundered the property belonging to several poor people residing there.

Suspension of a Station Master.—We see from a Surat paper that the station master of the Sucheen station has been suspended for being absent at the time when the recent collision took place at that station.

Theft.—Yesterday at the Fort Police Court Mr. Nana Morojee sentenced one Sydoola Fullan to three months' imprisonment in the County Jail with hard labour, for stealing three pieces of wearing apparel, the property of Salamee, woman.

Buildings at Deolalee.—There are at present thirty-seven barracks, the telegraph, post, and commissariat offices, ten small houses, and two Parsee shops in the camp at Deolalee. Beside these, several other buildings are in course of erection.

The Marriage of the Young Nawab of Joonaghud.—We learn that invitations have been issued to all the Princes and the Chiefs of Kattywar to be present at the marriage of the young Nawab of Joonagbud, which takes place on the 22nd May next.

Fatal Accident.—A Coroner's jury was empannelled on Sunday at Chowpatty on the body of one Sowha. The jury came to the conclusion that the man's death was caused by fracture of the base of the skull, the result of an accidental fall from a cart.

Theft of Ornaments.—Crustna Bapoo, a hawker of sweetmeats, appeared yesterday before the Senior Magistrate and obtained a warrant for the appreh

A SUIT FOR DAMAGES AGAINST THE AMERICAN SHIP AUGUSTA.

THE FRENCH BARQUE ANTARES V. THE AMERICAN SHIP AUGUSTA.

(Continued from Saturday's *Bombay Gazette*.)

THE following is the written statement of the defendants to the suit :—

Bardut, residing at Nantes in France, the owner of the barque or vessel Antares, and Auguste Leloup, master of the said ship or barque Antares, on behalf of himself and the rest of the crew of the said barque—plaintiffs.

Versus.

The American ship or vessel Augusta, now lying in Bombay harbour, her tackle, apparel, and furniture, and the freight due for transportation of the cargo now or lately laden on board, the crew and the owners of th said ship or vessel—Defendants.

The written statement of the defendants above specified :—

1. The Augusta is a vessel of 1,326 43-100 tons burden, and belongs to Edmund Sylvester Rainee, Edward S. Moseley, Charles Lend, John Courrier (Junior,) Charles William Moseley, Moses E. Hall, and Edward A. Moseley, all of Newbury Port, in the State of Massachusetts, in the United States of America, Samuel Moody of West Newbury Port in the same, and Joseph B Harvey, of Cleveland, in the state of Ohio in the said United States.

2. The Augusta at the time of the collision above-mentioned was proceeding on a voyage from Liverpool to Bombay and was navigated by her master and manned by a crew of 21 hands all told.

3. About 2-30 a. m. of the 11th day of December 1872, the Augusta in the prosecution of her voyage was in lat. 20-42 south and long. 31-21 west close hauled on the port tack, steering south by east or south south-east course, that is to say, about a point one way or the other. The wind was light and variable from east by south or thereabouts. The Augusta had a green light on her starboard side and a red light on her port side, both lights burning brightly. The second master was on deck and in charge, and a look-out was stationed on the top gallant forecastle and another look-out was stationed on the poop.

4. In these circumstances a vessel which proved to be the barque Antares was observed on the lee bow about a mile distant. When first observed the Antares showed no lights whatever, and those on board the Augusta could not see which way the Antares was steering. About fifteen minutes after the Antares was first observed she showed a red light, and those on board the Augusta then for the first time knew that the Antares was crossing or heading towards the Augusta. The helm of the Augusta was then immediately put up and her cross jack yard or mizen yard squared, and her spanker lowered and she fell slowly off the wind. The Antares instead of holding on her course whereby she would have cleared the Augusta was (all control over her having been lost so far as could be observed by those on board the Augusta) allowed to drift slowly in the way of the Augusta. About ten or fifteen minutes after the helm of the Augusta had been put up as aforesaid, the two vessels came into collision.

5. The aforesaid collision was caused wholly by the improper navigation of the Antares, and by the negligence of those on board her, and was in no degree occasioned by those on board the Augusta.

6. By the aforesaid collision the jibboom of the Augusta was ground off, her bowsays, foreyard and her topsail yard were carried away, some of her sails were badly torn, her port side was chafed, and other damage was done to her. The Augusta has in all suffered damage by the said collision to the extent of Rs. 5,000, and the defendants claim the said sum from the plaintiff as compensation for the said damage.

7. The defendants have expended in all the sum of Rs. 1,000 in maintaining the master and crew of the Antares, from the time of the said collision till the arrival of the Augusta at Bombay, and the defendants submit that they are entitled to be paid the said sum by the plaintiffs.

The defendants pray this Honourable Court to pronounce against the damage proceeded for, to dismiss the defendants from this suit, to discharge the warrant of arrest issued against the Augusta, her tackle, and freight, and to condemn the plaintiffs in costs. The defendants further pray this Honourable Court to decree that the plaintiffs do pay to the defendants the said two sums of Rs 5,000 and Rs 1,000.

The following is the principal evidence taken in the case on Friday and Saturday :—

T. W. Cameron, a seamen of the Augusta, said he was an deck before the collision. He had been there about a quarter of an hour before it occurred. The wind was from the northward and eastward. At 10 o'clock he was steering S. E. by S. half S. He was relieved at that hour. He saw the port light of the Antares. He saw it about half a point on the starboard bow by the Augusta. She appeared to him to be on the starboard tack close hauled, passing their bow. The captain of the Augusta took the binnacle light and held it forward over the starboard quarter of the Augusta. When he first saw the Antares she was about 300 yards off. He should say that the Augusta was going from 3 to 4 knots.

The second mate (Mr. Lang) gave the order to put the helm hard-a-starboard. He saw that the Augusta came to. For four minutes there was no other order given that he heard. During that period the ship's lamps were lighted and the green light was carried up. Both were lit on the main deck in front of the cabin. The port light of the Augusta was never in position. Then the captain gave the order to put the helm hard-a-port. The steward of the ship asked what was the use of putting the helm hard-a-port when they were into her. 7 or 8 minutes after that the collision took place. At the time of the collision the Augusta was sailing free. He was discharged from the Augusta on Saturday.

To Mr. Anstey—It was not true that the Consul had refused to give him his discharge. He was sent to jail for refusing to do duty on board the Augusta. He only saw the red light of the Antares. He swore that for a week before that the Augusta carried no lights. She carried them after the collision. They were not lighted when the moon was full: he supposed that was once a month. He was living at the Sailors' Home at the expense of the French Consul. He gave him an order to the Superintendent of the Sailors' Home to board and lodge him while the case was lasting. He should expect to be paid for every day that he was detained on shore from the ship Mabel which he had joined. He paid the American Consul Rs. 40 for his discharge. As nearly as he could judge the Antares was about 150 yards when the Augusta's lamps were lit.

Charles Bottrelle said he had been chief officer on board the Antares, and was on the watch when the collision took place. He took the watch at midnight. The Augusta was about two miles off when he first saw her. It was a moonlight night. He saw a light on board of her before the collision—that was about five to six minutes after he first saw the Augusta—that was the green light on the starboard. When he made out the Augusta's tack she was going on the starboard tack close hauled. The wind was to N.E. The Augusta went on luffing about ten minutes before the collision. He noticed that the Augusta began to luff. The American seeing that he could not pass in front went on the other tack. The captain of the Antares before that was done ordered all hands to get ready to tack. Before that could be done the American ship boarded them. The order was given about three or four minutes before. At the time of the collision the head of the Antares was N.N.E. When the order to tack was given the effect was to get away from the American. They were about 150 metres when he changed his course. The second sheet of copper commenced about 1 metre under water and the Antares was struck there about the waist. There was a hole made in her side which extended a foot below water and was wider above. As soon as the collision took place he and most of his men got on board the American ship and assisted them to furl the mainsail. After that an American struck the captain of the Antares, and threatened all of them unless they went on board. This they did, and on sounding they found 2½ feet of water in the hold. Three or four men were sent to the pumps and the rest were set about extricating the ship from the American. The water, however, gained on them, and the captain ordered a boat to be lowered and sent the witness and two men on board the Augusta. When they reached the Augusta she was about a mile from the Antares. She was going away from her and had all her sails set except those which had been torn. She made no change in her course to enable the boat to reach her. The breeze had died away. The two men within could speak English well. They were instructed to ask the American captain what he was going to do. He heard the captain speak to Peter (the man who understood English), but witness did not understand what it was. They then returned to their ship, and the captain finding that the water continued to gain on them, ordered the small hatches to be opened, and they found more than 3 feet of water in the hold. A consultation was then held with the crew, and it was decided to abandon the ship as she was completely adrift. When they left her there was more than 3½ feet in the hold.

The captain sent six men in the boat to the American, and then she came towards them. She first of all sent back the six men to them, but when they got half way the American captain seeing the damage which had been done called back the crew. The boat returned to the Antares for the captain and the remainder of the crew.

Captain Robert Mathven, a commander in the P. and O. Co.'s service, in command of the steamer Ceylon, had been a commander for over 20 years. He went to sea in 1831. He had heard the evidence as to the course the two ships were pursuing previous to the collision. Crossing ships the ship with the wind on the port side gets out of the way of the ships with the wind on the starboard tack. That is the general rule adopted by all nations. According to the evidence they were crossing ships. Having heard the evidence he said that the American ship ought to have got out of the way of the French vessel. According to the evidence the French captain was justified in luffing in the way in which he did. The manœuvre mentioned in para. four of the written statement if it had been successful would have been right. The question was whether there was room. If control were lost over the Antares as in the written statement mentioned he concluded that was the fault of the American captain by bringing his ship too near. When he left London a few months since sailing ships were of no value at all in the English markets, but since the price of coal had increased they rose from £5 to £12 per ton. The question as to the value of the Antares was rather a wide one. He thought the sum of Rs. 24,000 named by the captain as the value of the Antares excessive. He thought about £1,500 would have been a fair value. He thought that a prudent man would be justified in abandoning his ship in the way in which the captain of the Antares did. The region was a dangerous one, and he hardly thought that a vessel in the description, the Antares was after the collision, could have been navigated to a port. With the crew she had, he thought, she might have floated for about 6 hours after the collision. The damage could not have been repaired.

(To be continued.)

THE ELEPHANTA TOLL DISPUTE.

SESSIONS COURT OF TANNA.—23RD APRIL.
(Before W. M. P. COGHLAN, Esq., Sessions Judge.)
CRIMINAL APPEAL NO. 36 OF 1873.

Appellants No. 1, Hasraj, son of Walji, and No. 2, Jetha, son of Sambhu.

Magistrate of the 1st class. Narayan Ganesh, Esq., in the Tanna District.

Charge against No. 1—
1st Head.—Voluntarily causing hurt.
2nd Head.—Voluntarily causing hurt.
3rd Head.—Voluntarily causing hurt.
4th Head.—Voluntarily causing hurt.

Charge against No. 2—
1st Head.—Voluntarily causing hurt.
2nd Head.—Voluntarily causing hurt.
3rd Head.—Voluntarily causing hurt.

Sentence against No. 1—One month's rigorous imprisonment for the 1st; two months' rigorous imprisonment for the 2nd; three months' rigorous imprisonment for the 3rd; and six months' rigorous imprisonment, and a fine of Rs. 100, for the 4th offence.

Sentence against No. 2—One month's rigorous imprisonment for the 1st; two months' imprisonment for the 2nd; and three months' rigorous imprisonment for the 3rd offence.

Section 323, I. P. C.

Mr. Keshavrao Govind and Mr. Judge, for the appellants.

The convictions were not defended.

Judge Coghlan delivered judgment as follows :—

The circumstances of this case, as given by the witnesses for the prosecution, whose veracity I see no reason to question, are these—

The 25th of February last was the Hindu festival of Maha Shivratri.

The ancient, and to Hindus sacred, caves of Elephanta or Gharapuri are situated in the Tanna Sessions division abutting on Bombay harbour. These caves are constantly visited for purposes of devotion or recreation by excursionists from Bombay.

It is not in evidence, and the Court has no knowledge, that the legislature has authorised the levy of any impost for entry to the caves, nor is it in evidence for how long a fee had been levied prior to the Maha Shivratri of 1873.

Sergeant Murphy, witness No. 8, states that he is in charge of the caves under Captain Merewether, R. E., the engineer for Harbour Defences, and that in view of the festival of Maha Shivratri his staff was strengthened by the accession of Sheik Adam, witness No. 3, and other five boatmen in Captain Merewether's service, for the purpose of levying an entrance fee of four annas per head on visitors. The fees levied amounted to at least Rs. 210, witness No. 3 showing that the visitors numbered not less than eight hundred and forty.

The magistrate has not noticed in his judgment the question of the legality of the impost: it would have been well if he had done so, and had elicited information as to the authority on which the fees were levied.

In the absence of any evidence to the contrary, the presumption is in favour of the right of the public to enter the caves free of charge. This presumption is not rebutted by evidence of the right of any person, or body, to abrogate the public right of entry. Indeed, Captain Merewether appears to be the ultimate authority in support of the impost.

It appears that towards evening on the day of the festival, a large crowd being assembled, accused No. 1 Keshow (who has not appealed) entered the caves by a side way, and was immediately, by order of Sergeant Murphy, arrested by witness No. 1, Vithu, a peon in the P. W. D. He was quickly rescued by accused Nos. 2, 3, 4, Hasraj, Jetha, Dayal, and others.

In the course of this rescue the peon Vithu and Sergeant Murphy were roughly handled and struck, with, however, no great degree of severity, by several persons, among them the accused No. 2, Hasraj, No. 3, Jetha, and No. 4, Dayal.

The crowd then surrounded Sergeant Murphy and proferred him their passes, saying that they did not want them, and demanding their money in return. Murphy does not appear to have made any assertion of the legality of the impost, but to have put the applicants off by referring them to Hormusjee, witness No. 9, who carried the money bag. Hormusjee was hustled a good deal and struck by several persons, and so hurt that he had to show himself at the hospital for a few days.

Hormusjee identifies the appellants as being the leaders of those who mobbed him.

A police constable Ganu, who will be mentioned afterwards, was present, but it appears that he took no part in the collection of the fees. The collection appears to have been made exclusively by Sergeant Murphy, Hormusjee, and Captain Merewether's boatmen.

It is not in evidence that the accused No. 1, Keshow, was not provided with a pass when he was arrested for entering by a side way.

Whether or not, in the absence of any proof of the legality of the levy of the fee, and the restrictive arrangement as to mode of entry, it would seem that accused No. 1, Keshow, had a legal right to use reasonable force in his private defence as against the witness No. 1, Vithu, who (so far as the record shows) had no authority to arrest him.

Witness Vithu's commission not going beyond Captain Merewether, he cannot be held to have been acting *bona fide* as a public servant in enforcing the toll. Accused No. 1, Keshow, however, having once escaped, had no manner of right to assume the offensive and strike Hormusjee Bomanjee (witness No. 9) and Sheik Adam Tindal (witness No. 3). For these offences he is punishable, but considering the provocation which he had received, the witness Vithu, having been the first malfeasor under the orders of Murphy, the consolidated punishment awarded by the magistrate, nine months' rigorous imprisonment, appears excessive. It is true that it is a serious matter for a member of a large assembly to so act as to incite, by his example, a crowd which soon loses self-command, to acts of aggression, but at the same time the question must be seriously asked, who is responsible for the disorder which arose?

In the absence of any proof that the levy of the fee was legal, the answer must be that he is ultimately responsible who caused the levy of the impost, which levy being *prima facie* unlawful the visitors had a right to resist. Here I must guard myself by distinctly saying that I do not rule that the levy was unlawful. I have no occasion to decide that question, suffice it to say that in the course of this enquiry there appears not to have been even a suggestion that the levy was authorized by law.

I have now nothing to do directly, with the accused No. 1, Keshow, who has not appealed, the High Court having ruled in Regina v. Kalubhai, 7, Farran, C. C., p. 35 (a case of my own), that jurisdiction over the appeal of one person does not give constructive jurisdiction over the appeals of other prisoners whose sentences are not appealable.

I take the position of a prisoner who has not appealed against an appealable sentence to be similar to that of a prisoner under a non-appealable sentence, and feel bound by Regina v. Kalubhai; albeit, were I not so bound, I should assume jurisdiction over the accused No. 1, Keshow, for the reasons I expressed in Regina v. Kalubhai.

The course which I shall now adopt will be to remit the case to Her Majesty's High Court of Judicature under section 296 of the Criminal Procedure Code, with an expression of my opinion that the sentence passed on accused No. 1, Keshow, is too severe.

The appellants Hasraj and Jetha (accused Nos. 2 and 3, before the magistrate) had clearly no right to interfere to rescue Keshow, or to use blows and violence in the endeavour to recover the money which they had paid. In so doing Hasraj struck the Constable Ganu who was on duty for the preservation of the public peace. In considering however, the punishment due to these men, a Brahmi and a Multani Hindu, allowance is to be made for their just indignation at the arrest of their companion for doing that which was not shown to be unlawful, and at feeling that they had paid fees which they ought not to have paid, and which the toll-takers refused to return.

The case is not one which calls for retributive punishment; it is such that the ends of justice will be met by the exhibition of the law in moderate sentences. I reduce the sentence as against each appellant to a sentence of rigorous imprisonment for one month, which punishment the appellants have already endured. I must notice a decided illegality in the trial of the accused No. 2, Hasraj, before the magistrate, in that four offences of the same kind were included under one charge, the legal maximum number of offences being three under section 453 of the Code of Criminal Procedure. This defect does not appear to have caused a failure of justice by either affecting the due conduct of the prosecution or prejudicing the prisoners in their defence. I therefore hold it to be covered by section 283.

The appellants having served the period of their reduced sentences, will be set at liberty.

HOSPITAL ACCOMMODATION ON P. AND O. STEAMERS.

SIR ARTHUR H. GORDON, Sir A. D. Sassoon, and about forty other of the passengers on board the P. and O. steamer Peshawur, on her last voyage from Bombay to Southampton, addressed the following letter to the Directors of the P. and O. Company :—

GENTLEMEN,—We, some of the passengers on board the P. and O. steam-ship Peshawur, desire to make to you a suggestion which, we trust, will receive your attention, and which, we hope, you will be inclined, after enquiry to adopt.

The measure which we desire to suggest is the establishment on board your ships of separate quarters for such of the passengers as may be seriously ill. It not unusually happens that among the passengers from India there are some who are suffering from severe illness. Persons in an advanced stage of disease and whose removal, prudence would forbid, but who are anxious and impatient, nevertheless, to return home, are frequently embarked, and not unfrequently die upon the passage.

It requires no argument to show that to place an invalid of this description in a cabin with perhaps three other passengers (which must necessarily often be done when the ship is crowded is alike prejudicial to the sick man himself, and painfully distressing to those who may be his companions. If these companies be heartless, they harrass, crowd and disturb the perhaps dying man; if they be considerate, they probably subject themselves to no small amount of inconvenience and discomfort.

During the present voyage, a female passenger, previously suffering from severe illness, was prematurely confined and died three days subsequently. The result would probably in his case have been under any circumstances the same, but it is manifest that an additional chance of recovery would have been afforded, could the patient have been treated in a place of comparative quietness, coolness and comfort, whilst the inconvenience caused in a crowded ship by the sudden expulsion from their cabin of the fellow passengers of the unfortunate sufferer, was of course not inconsiderable.

What we advocate, therefore, is the setting apart of two large and specially fitted cabins as hospital accommodation for men and women respectively. So far as we are aware, such an arrangement has not as yet been adopted by any existing line of steamers, but were it brought into use by the P. & O. Company, we cannot doubt that the practice would speedily become general.

The only argument which appears to us likely to be urged against this proposal is, that its adoption would involve the sacrifice of a portion of the space now allotted to the accommodation of passengers. But if it be once recognized that, in the interests of humanity, such a measure is desirable, this objection cannot be allowed any considerable weight, and would indeed equally apply to other fittings which have come to be regarded as indispensable, but which cannot be provided without a certain sacrifice of space. In fact there are some among us who can well remember the time when the sacrifice of passenger space involved was assigned by the direction of one great line of ocean steamers, as a reason for having their ships wholly unprovided with baths and accommodation now found in every well regulated passenger steamer.

As passengers ourselves, and speaking for them, we have made suggestions only on their behalf, but you will not, we hope, deem us to be inclined to meddle unduly with matters beyond our province if we ask you also to consider the possibility of providing accommodation of a similar character for the crew and servants of your ships. Subjected to exposure and rapid changes of temperance, sickness cannot be uncommon among them.

It is painful to see, as we now daily see, stewards who are seriously ill, lying on the floor of passages, or before cabin doors, in the midst of heat, noise, and bustle.

You will not, we trust, consider that in thus addressing you, we desire to cast any reflection upon your administration. This is far from being the case. On the contrary we fully recognize the anxiety felt by the Company to provide for the comfort of their passengers and the care taken to ensure it. The suggestion we make is, we believe, entirely novel. The appreciation of its utility and practicability, we leave entirely in your hands. All we ask is, that it should not be rejected without receiving from you patient and impartial consideration.

KURRACHEE NEWS REPORT.

18TH APRIL.

AN attempt was made to injure the Mekran telegraph line between Charbar and Jask. The perpetrator was caught, but on the way into Jask was forcibly rescued by friends. The case is under enquiry. Several elders of Babo, respected greatly by the people for their sanctity, had proceeded to Mund with a view of endeavouring to induce the Rinds to restore the property these latter had taken from an inhabitant of Nigoro. They have now returned to Gwadur partially successful.

Several cases of outrages have occurred lately on the kafilla route between Kurrachee and Khelat just beyond the British borders. They have all been committed by Nasseerawan Chota and Dewrish Bandeja, two lawless petty chiefs. His Highness the Khan has been called upon to punish these men and to make immediate arrangements for the establishment of better order in this part of his dominions. The Khan was at Gandava, and would shortly leave for Khelat.

W. L. MEREWETHER, Colonel,
Commissioner in Sind.

To the Secretary to Government, Political Department, Bombay.

INDIAN ITEMS.

LADY NAPIER'S SCHOOL, TANJORE.—The annual distribution of prizes to the successful pupils of "Lady Napier's High Caste Girls' School," at Tanjore, took place on Wednesday last, at 6-30 A. M., the Hon'ble David Arbuthnott presiding.

A NEGLIGENT PILOT.—The trial of Mr. Acting Master Pilot Robert George Hand ended on Wednesday last by his being found guilty of having negligently caused the loss of the steam-ship Dunkeld, and the Judge ordered him to be suspended from duty for twelve months.

COLIN CAMPBELL'S CASE.—An appeal is in the course of preparation to the Lieutenant-Governor of Bengal by Mr. Campbell, the father of the lad Colin Campbell, recently convicted by Mr. Miller, the magistrate, of trespass and theft, and sentenced to six months' rigorous imprisonment, for a remission of the sentence, on the ground that the lad was in a "weak state of mind" at the time of the occurrence.—*Englishman.*

SCENE IN COURT.—There is a good story comes from the High Court, with which I shall end up this week's Chitchat. A young lawyer's clerk presented himself the other day before one of the sitting Judges and said—

"My Lord, I appear for ———"

"I cannot hear you," replied his Lordship.

"My Lord, I appear for———" said the lawyer, in a louder voice.

"I tell you, I cannot hear you."

"My Lord," roared out the lawyer, at the very pitch of his voice, "I appear for———"

"I really can *not* hear you"—said his Lordship again. It now dawned upon the mind of the lawyer that what the Judge meant was not that he *could* not hear him, but that he *would* not hear him because he had not yet become a full-fledged lawyer.—*Madras Athenæum.*

A MADRAS STREET BRAWL.—A student of out-door life sends us the following description of an ordinary street brawl in Madras. The first party thunders out :—"I say, I'll jump down your throat, and tear the liver and lights out of your stomach!" Party Number 2, returns fire—"You do that to me, you mangy dog?—I'll grind you to powder, and scatter your dust to the four winds!" Number 1 answers—"Hold your tongue, or I'll cut it out, and give it to crows!" Number 2—"Get along with you, you braying mule, I'll pickle your bones and all and feed the pariah dogs with the mess!" Number 1 "You be slippered, you son of a jackass; I'll reduce you to the consistency of chutney, and give you to all the devils of the infernal regions."—Here, the smoke from the cannons becomes too dense and offensive to enable us to see what passes between the belligerents; and we cannot mention what takes place during the next ten minutes. After the expiration of this time, the atmosphere is partially cleared, and we become aware of the approach of a reinforcement of Amazon Artillery and Liliputian Infantry, in the shape of the female relatives and children of the combatants; and we are again enveloped in denser and still more offensive clouds of smoke. We next catch sight of party Number 1 in retreat followed by the full complement of Amazons and Liliputians; and the last shot we hear is fired by Party Number One in the distance :—"I've let you off this time, you pampered parish; but you pass through my street, and see what I'll do to you then!"—By scouring the late field action, and making a careful investigation, I am able to furnish the reader with the following table of results :—Killed—none—wounded—none: and no bloodshed.—*Madras Athenæum.*

INSTANCES OF OFFICIAL MEANNESS.

(Friend of India.)

THE Life of Sir George Pollock, which has just appeared, contains two stories of official meanness which, we trust, somebody will explain away. When the hero came to Calcutta as member of Lord Hardinge's Council, the citizens founded a medal, to be presented to the most distinguished cadets at Addiscombe in order to perpetuate the memory of his services. The sum of £11,000 was made over, at five per cent., to the Court of Directors of which Mr. St. George Tucker was then Chairman. On the one side was a medallion portrait of Sir George with a record of his services from Deeg to Cabul on the rim. Two medals were given every year at a cost of £32 or not 3 per cent., but the Directors paid for the die. As if this robbery were not enough, when the Queen's Government assumed the rule in 1858 *some one* ordered a new die to be made, of much smaller size and omitting altogether the services, engraved round the rim, of the veteran officer in whose honour the original was struck. Not only was this step little less than a pointed insult to Sir George Pollock, but it involved a breach of faith with the subscribers. Whereas over £11,000 had been subscribed, and five per cent. guaranteed on the amount in perpetuity, the intrinsic value of the new medal is now only £12, or £24 for the two annually distributed. No wonder that Sir George Pollock, who frequently presented the medals in person, "often spoke with bitterness of the proceeding." Calcutta, through its Justices, should move in the matter now and through the Government of India, ask the Secretary of State if these statements are correct and if he can explain them.

The other instance of meanness is worse than this, and is not, unhappily, quite unknown in official life still. In 1854 Sir C. Wood appointed Sir George Pollock the first of the three Government Directors of the East India Company, for two years under the Charter Act, with the expressed intention of renewing his appointment. Mr. Vernon Smith, now Lord Lyveden, and—as we knew to our grief in India at the time—the President of the Board of Control during the Mutiny, wrote to Sir George that he did not mean to recommend his name to Her Majesty for reappointment, and he concluded his letter by the following suggestion which stung to the quick the truthful old soldier :—

"*India Board, March 20th*, 1856.

"I am unaware at this moment whether, if I had found it compatible with my public duty to offer you the office again, you would have wished to accept it, and therefore it is quite open to you to let it be considered that you would not, if more agreeable to you.

Sir George Pollock saw the trap laid for him and thus replied—"I beg to say that, with reference to the policy you assign as a reason for the course you pursue, I do not see why any disguise should be adopted; and, as I certainly should have accepted the reappointment had it been offered to me, I think it is better for the public service, and more honourable to you and myself, that the truth (whatever it is) should appear." In spite of this Mr. Vernon Smith's India Board let it go abroad that Sir George Pollock was reappointed because he did not wish to be. The truth is, a job was afoot. Sir George Clerk had been offered the Secretaryship to the Board of Control in the hope and belief that he would decline it, and that Sir H. Rawlinson could be appointed. Mr. Smith had to provide for Sir Henry, and hence the double insult to Sir George Pollock.

This reminds us of a fact which we may as well put on public record now. The late Sir Henry Durand, when a member of the Council of India, incurred the displeasure of the Court by his manly opposition to the pet project of the Prince Consort for imperialising the army of India, which has cost us at least a million sterling a year ever since and has added seriously to the military difficulties of England. When Sir James Outram, then in Lord Canning's Council, went home very ill and insisted on returning to India, Sir Charles Wood, the Secretary of State, wrote to Durand proposing to him an exchange of seats in order to keep Outram at home and save his life. Colonel Durand had settled down in England for good, as he thought, but with his usual generosity he at once sent Sir C. Wood his resignation. Sir J. Outram was appointed in his place. In spite of Sir C. Wood's written pledge which had led to that resignation, and of Lord Canning's earnest entreaty that Durand should be sent out to Outram's Indian seat, nothing was done. However much the Crown might wish to "punish" Colonel Durand for his true patriotism, it was the Secretary of State's duty to lay all the facts before Her Majesty and in any case to keep such a promise. This was not done. Colonel Durand was sacrificed, and in indignation Lord Canning found an inferior place for him as Foreign Secretary, an office then vacant by the lamented death of Mr. Barnes. This operated against Sir Henry Durand all through his career. Further, when Sir D. Macleod applied for an additional year of service, Colonel Durand recommended Lord Elgin to grant it, a concession which made it possible for Sir John Lawrence to appoint Macleod to be Lieutenant-Governor of the Punjab, although Lord Elgin had promised that office to Durand. By the wrong done by the Court and the Secretary of State, by the accidents of Macleod's extra year and Lord Elgin's premature death, the Punjab was deprived of the five years' services, so far as man can judge, of a ruler like Sir Henry Durand whom it so sorely needed. We should like to see Lord Halifax's explanation of his share in this transaction.

A ROW NEAR THE ANDAMANS.

A CHINESE junk was recently driven by stress of weather among the South Andaman Islands, and some of the crew who landed were attacked by the natives and brutally murdered. A complaint was lodged at Port Blair, and General Stewart sent out a small expedition against the savages. The Undaunted, carrying a party of thirty men of the 27th M. N. I., a boat's crew of convicts, and an armed detachment of Andamanese under the charge of Captain Wimberley, sailed on the 10th instant; Dr. Dwyer, of H. M.'s 67th, accompanying the force as medical officer. Arrived at the scene of the murder, the fragments of the boat belonging to the junk and blood-stained clothes of the hapless crew testified to the truth of the Chinaman's story, and the expedition began reprisals by burning down the nearest huts. These were large and substantial constructions, and the sight of their conflagration was too much for the owners, who after a while were se en lurking in the neighbourhood. Fire was at once opened on them, the islanders returning arrows for bullets and fighting with extraordinary courage—one fine fellow calmly emptying his quiver in full sight of the rifle-armed sepoys. The contest, however, was too unequal, and the islanders withdrew into the jungle, leaving one of their number a prisoner. How many were killed it was impossible to say, as the bodies were dragged away with them by the savages, and the density of the jungle forbade pursuit: on the attacking side there were none killed, but two sepoys were wounded by arrows. Next day the work of destruction was continued, the islanders gathering in formidable numbers, but retiring on the approach of the force. In this way they were pursued along the beach for some miles, but as they would not stand and the jungle was impracticable, there was no further skirmishing. The sepoys of the attacking party are said to have fought very pluckily, and one convict behaved with such contempt for life, that it is proposed to petition in his favour for an amelioration of his punishment Considering, however, that the "fine fellow" in question is at the Andamans for murder, one is inclined to feel that a renewed exhibition of "contempt for life" on his part does not exactly recommend him for general society.—*Pioneer.*

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THE MISSION TO ZANZIBAR.

(Friend of India.)

IT ought to be frankly admitted that the mistake made by Her Majesty's Government from the first, has been in not working through the Government of India. The greater dignity of a Plenipotentiary from the Queen is nothing, in the Sultan's eyes, to the superior knowledge and efficiency of an Envoy from Her Viceroy, who knows all the facts and can invoke a power which Syud Burgash well understands. It is now evident, as we believe it was felt by the Government of India from the first, that the desire of England, which has been the object of India ever since Lord Dalhousie's treaties, would have been quietly and satisfactorily accomplished and at little expense, by our experienced Indian political service. In the unlikely event of failure the fact would not have been published to the world as it is now. And success would have been purchased more cheaply as well as intelligently. It is true that Sir Bartle Frere is an experienced Indian, but his friend Colonel Pelly, as the Agent of the Viceroy, would have done the work far better than a bigger man. Neither in Persian nor East African politics can the English Foreign Office interfere without doing harm. It lacks the information, it is ignorant of the procedure, above all it has not the instruments. Our deliberate advice now is two-fold, first to send Sir Bartle Frere back with all respect to report the facts, and to give the Governor-General *carte blanche* to take action for the future, on the understanding that whether money or force is employed England will behave better to the Indian Treasury than she did in the case of Abyssinia. In any case, whether we look at the subsidy payable to Muscat, or at the arrangements that must be made for carrying out the new treaty, or policy, India will be responsible. We shall thus, too, avoid the mistakes and occasional cruelties of our cruisers. In their eagerness for prize money our officers have more than once sunk innocent dhows for which England has had to pay compensation. Secondly, we must sooner or later—and the sooner the better—obtain a settlement on the East African coast higher up than Inlack Island in Delagoa Bay. If the Sultan continues recusant then conquest and annexation must follow in the interests of the simple savages whom his subjects and ours are so rapidly destroying. In any case Dr. Livingstone's return must result in such a settlement and in attempts to civilise Eastern Africa. Sir Bartle Frere's dream of finding him out and taking him home is dissipated, but the two expeditions from either coast will doubtless find the old hero in time and help him to complete his work. What England has done at such vast expense on the West coast of Africa she must now employ India to do, more cheaply and effectually, on the East coast.

THE ORIGIN OF HEAT IN MADRAS.

There is an ancient legend
A legend of Hindoos
Dear reader, pray believe it,
Or not—just as you choose.

In any case, this legend,
Whether 'tis true or not,
Explains the reason clearly
Wherefore Madras is hot.

Of yore, so runs the story,—
In the dim days of old,—
The whole round earth was nothing
But a great lump of cold.

A lump of ice, our planet
Whirled through the frozen spheres;
Men could not speak for shivering,
And icicles were tears.

In all the wide creation
There was just one warm spot,
And men desired to go there
Because that place was hot!

There Yama stood contented,
Yama the lord of hell,
His back to the blue blazes
He held, and warmed it well.

But when some venturous mortal
Into his palace came,
He picked him up, and chucked him
As fuel to the flame.

One day, as usual, Yama
Stood in the halls of hell,
His back to the blue blazes,
And toasting it right well.

When "Ha!" he cried. "Confound it!"—
He stamped with pain and ire!—
"Oh! Oh! Hi! Ah! Good gracious!
My breeches are on fire!"

Forth from the realms infernal
The god fled forth in pain,
"I'll never," he swore wildly,
"Toast my poor back again.

Where is the place to cool me?
Methinks to earth I'll hie,
I've heard men freeze there,"—just then
Madras allured his eye.

Swiftly rushed howling Yama,—
His breeches still a flame,—
Straight to our ice-bound city
The blazing monarch came.

He squatted down. "O rapture!
How cool!" glad Yama cried!
The ice all melted 'neath him,—
The Cooum began to glide!

Hot grew the soil and hotter;
The people wondered sore
They felt themselves now melted
As they'd been frozen before.

Long time stayed Yama, cooling
His back, then sped away,—
But of his heat retentive
The soil is to this day!

This, saith the Hindu legend,
Is how it comes to pass
In the wide world no city
Is hotter than Madras!

Madras Athenæum.

SARSAPARILLA.

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"We recommend your Sarsaparilla as the best."—Medical Review.

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